

HISTORY OF

MARTIN COUNTY



COMPILED BY JANET HUTCHINSON

EDITED BY EMELINE K. PAIGE

For Reference

Not to be taken from this room

HISTORICAL SOCIETY Of MARTIN COUNTY 825 N.E. Ocean Boulevard Stuart, Florida 34996 1998

Cover

Gilbert's Bar House of Refuge, Hutchinson Island as it looked in the 1940s. Original oil painting by Howard Schafer

The Historical Society of Martin County was organized in 1955 to foster preservation of the heritage of Martin County and surrounding communities. It owns and operates the Elliott Museum and administers the Gilbert's Bar House of Refuge, which is owned by Martin County.

Elliott Museum

825 N. E. Ocean Boulevard, Hutchinson Island, Stuart, Florida 34996 • 561.225.1961

Gilbert's Bar House of Refuge

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Third Printing, Indexed
Published by The Historical Society of Martin County
825 N.E. Ocean Blvd., Stuart, Florida 34996-1696
561.225.1961 • Fax 561.225.2333

Printed in the United States of America Library of Congress Card Catalogue Number 75-4413 ISBN 0-9630788-3-6



DEDICATED TO

MARTIN COUNTY AND ITS RESIDENTS

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The citizens of Martin County have placed their trust in First National and have helped this area to grow to be a "super community." Our sponsorship of The History of Martin County is a sincere expression of our gratitude for the more than 65 years of community support that has made us the Super Community Bank.



FOREWORD

The publication of this history has been undertaken by the Martin County Historical Society as it accepts its responsibility to the community, and adheres to its Charter to foster research, and preserve the history of Martin County.

Certain duplication of material and some overlapping are intentionally present, for not every reader will wish to read every section. There will inevitably be mistakes, for neither the memory of man nor the printed word are infallible. History, itself, is often rewritten even as it is being written.

We trust that you will enjoy this account of the beginnings of what is now Martin County...and that you will help us to make the second edition more complete and more accurate by sharing with us your own information of what it was like here fifty - or a hundred - years ago.

The date chosen for the presentation of this History marks the twentieth year of the Society...the fiftieth year of Martin County...and the one hundredth year of the our landmark museum... the Gilbert's Bar House of Refuge. Rossoe Philbrich President

HUTCHINSON ISLAND, OCTOBER, 1975

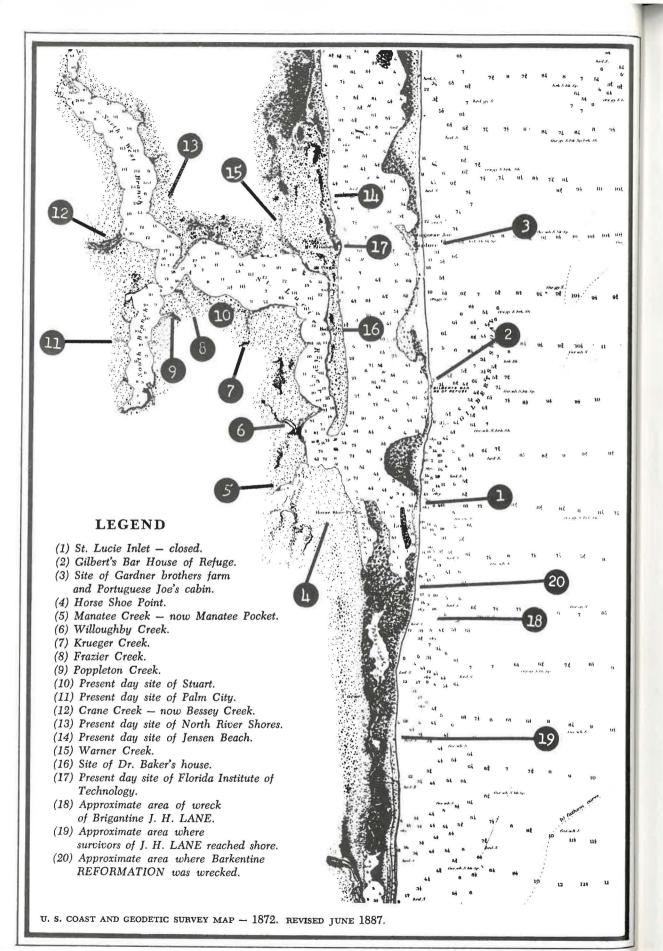
Now the *History of Martin County*, with its 110 pages of photographs, is fully indexed. The wealth of material gathered and compiled by Janet Hutchinson and edited by Emeline K. Paige is much more accessible.

Many of the people, structures and businesses, here in 1975, are no longer with us and this is something today's reader must always keep in mind. The only significant change in text is the Homer Hine Stuart, Jr. entry on page 151. Family letters and documents given to the Historical Society by his grandson in recent years made changing the originally published material imperative.

The Board of Trustees of the Historical Society of Martin County would like to express our appreciation to First National Bank and Trust Company of the Treasure Coast for interest-free financing of the publication and to Howard Schafer for the use of his painting of the Gilbert's Bar House of Refuge for the cover.

The hard work and determination of board member Sandra Thurlow, and Heidi Rich of richworks, have made the full indexing and republication of the *History of Martin County* a reality.

HISTORICAL SOCIETY OF MARTIN COUNTY, 1997



In the Beginning

BY ROBERT A. HOLMAN



It has been said that our region is a land of many waters, probably referring to the innumerable estuaries, lagoons, rivers, lakes, and savannas that comprise a substantial portion of our geographic area. In a much more elemental sense, however, our region truly is a land of the waters, a land created by the sand-laden tides and currents of the ocean and the teeming marine life it nurtured.

Millions of years ago, when the rocky Appalachian backbone of the Atlantic coastline was born in the violent upheavals of the earth's crust, peninsular Florida did not exist as dry land. In its place, a vast undersea plateau separated the depths of the Atlantic Ocean from the Gulf of Mexico. At some time in the infinite past, there began a series of climatic fluctuations that produced profound changes in the face of the earth. For thousands of years, temperatures gradually dropped, stabilized, then slowly increased.

As temperatures dropped, great ice caps began to form in the polar regions. In time, as these increased in size, their great weight pushed outward until huge masses of ice extended far into the oceans of the southern hemisphere and covered much of the land area in the northern hemisphere, to a great depth. As more and more of the world's water became locked in these glaciers, the level of oceans throughout the world dropped until large areas of the ocean's bottom were exposed and became dry land. All of what is now peninsular Florida and much of the present shallow ocean floor surrounding the peninsula emerged from the water.

After thousands of years of declining temperatures the cycle reversed and a slow warming trend commenced. As it became warmer, polar ice caps melted and glaciers retreated, releasing their water into the ocean. The rising sea levels again inundated the land. Peninsular Florida was submerged almost to the present location of Jacksonville.

Geologists tell us that this rise and fall of sea levels occurred at least

seven times during the last 50,000,000 years. Each succeeding rise of the sea level was less than the previous one. The last four invasions of the sea created shorelines respectively one hundred, seventy, forty-two, and twentyfive feet above the present sea level. Sand from Georgia and the Carolinas, carried south by the counter Gulf Stream currents was deposited on the shallow undersea Florida plateau, and gradually raised the level of the plateau. Sand-laden waves surging across the shallow water built up ridges or escarpments along the ancient shorelines at the successive levels of the inundations.

Today these ridges may be easily identified and are significant topographical features, especially in the central and northern portion of the peninsula. If we look at a profile map of present day Florida, we will observe that all of what is now Martin County would have been submerged during these inundations except that, during the last rise in sea level (twenty-five feet), a few of the higher elevations along "Pineapple Ridge," such as Skyline Drive in Jensen Beach, may have appeared above water, as islands.

Following the last inundation of the peninsula, another great ice age (The Wisconsin) descended on the North American continent. The ocean receded far below the present level. Sometime about 10,000 to 12,000 years ago the glaciers began melting and again the slow rise of the sea level commenced which has continued to this day. Geologists estimate that the sea level during this period rose at a rate of ten to twelve inches per century.

Today, throughout Martin County, we may see many evidences of this rise and fall of the ocean. Far inland from the present shoreline are shell beds containing the remains of an infinite variety of the marine life which inhabited the shallow sea covering the Florida plateau during periods of inundation, and the coral reef limestone deposits which were formed hundreds of thousands of years ago.

Along our coast, especially in the vicinity of the House of Refuge, are the outcroppings of oolite, the solidified sediments of the ancient ocean floor.

In the spoil piles along the network of drainage canals, extending far to the interior of the county, are found the fossilized remains of many exotic mammals which inhabited our region during the intervals when the water receded and the land area extended far beyond the present shorelines. Mammoths, mastodons, camels, saber-toothed tigers, and many other animals not now found on this continent, roamed through the luxuriant forests that covered the area. Evidence of the comparatively recent rise of ocean levels, during the past 10,000 years, is frequently found in the spoil of dredging operations along the Indian River.

By this time man had arrived in the area. Artifacts, especially potsherds, are often brought up from the river bottom in great numbers, coming from shell mounds and middens which now lie under several feet of water.

More than any other part of the continent, our region is a factor in creating another great change in the face of our terrain, only this time the physical changes are being made by man.

During much of this formative period our land was ready for man.

A tolerable climate, a bountiful supply of food, and an abundance of material for tools, clothing, and shelter was at hand...yet no man lived here until comparatively recent prehistoric times. When man first arrived in Florida, where he came from, and where and how he lived, can only be deduced from the meager remnants of his existence which have survived the ages. Archaeologists tell us they have found definite evidence that man lived ill peninsular Florida as long as 10,000 years ago. A recent excavation on Hutchinson Island, not far from the Elliott Museum, yielded evidence that man probably lived in this very locality at least 3,000 years ago, at a time when the pyramids in Egypt were still being built.

The arrival of man in Florida marked the end of a migration that began in Asia untold generations before. During the last great glacial advance, the predominant thrust of the ice mass was in the central portion of the North American continent. The West Coast remained essentially ice-free, even as far north as the Alaskan peninsula. As the glacier grew in size and absorbed more of the earth's water, the ocean level dropped, exposing the shallow sea bottom of the Bering Strait, thus forming a land bridge between Asia and North America.

Over the years, nomadic tribes from Asia migrated across this bridge to North America. They gradually worked their way down the West Coast and fanned out southward and eastward to eventually populate the entire Western hemisphere. As these peoples migrated, they left behind some of their numbers in various areas which offered resources conducive to a semipermanent type of living. Under favorable living conditions their numbers increased, and after many generations they evolved a distinctive culture and physical characteristics which were molded by their environment. One such center of culture developed in the lower western portion of the Mississippi Basin. Anthropologists call this the Muskhogean culture. From this center, successive waves of migrants eventually populated much of the lower east coast and the eastern portion of the Gulf coast.

Possibly as long as 10,000 years ago, Muskhogean migrants entered northern Florida and gradually spread eastward to the Atlantic Coast. These migrants, being a nomadic people, depended mainly on hunting, fishing, and the gathering of wild fruit, grains, and roots for their sustenance. Around 5,000 B.C., this migration slowed and the nomads eventually developed semi-permanent settlements in the vicinity of the St. Johns River. There, also, they developed a primitive agricultural economy and over the years evolved a life style distinctive to their area, which scientists call the Timucuan Culture.

Sometime after the Timucuan migration another wave of migrants entered Northwest Florida. Instead of continuing across the peninsula to the coast as the Timucuans had done, however, this group drifted down the west coast of the peninsula and, after hundreds of years, rounded Cape Sable on the southern tip and gradually moved northward on the east coast as far as Cape Canaveral. Along the route of their migration they, too, left behind some of their people who formed into loosely knit groups. Eventually, four principal tribes emerged, all descendants of the original Muskhogean migrants, each having somewhat different but related cultures:

- On the west coast from Tampa Bay to Cape Sable were the Calusa, by far the largest group in South Florida. It is estimated that this tribe, with its smaller subtribes, numbered about 3,000 at its peak and consisted of as many as fifty villages. Of all the South Florida prehistoric Indians, the Calusas had the most sophisticated social structure. By 1760, all traces of these people had disappeared.
- From Cape Sable north to about the location of present day Pompano, were the Tequestas. This was a relatively small group with a rather primitive social structure. By 1760, they had disappeared.
- From Pompano north to the St. Lucie River were the Jeagas. A small group consisting of possibly three or four villages, one of which was Hoe-Bay or Jobe. It was the Jobe Indians that Jonathan Dickinson first encountered after his shipwreck on Jupiter Island in 1696. By 1750, these Indians had completely disappeared.
- From the St. Lucie River north to Cape Canaveral were the Ais (or Ays). This was the largest tribe of prehistoric Indians on the lower east coast of Florida. It has been estimated that the total population of all tribes on the lower east coast amounted to about one thousand, of which six hundred were Ais. One sub-tribe, or village, of the Ais was located on the banks of the St. Lucie River. These were the Guacata or Santa Lucea, as they were sometimes called by the early European explorers. By 1760, the Ais had disappeared.

Thus we have seen how one branch of the migration of a people which began in Asia thousands of years before, ended in 1760 in our own St. Lucie and Indian River area. History does not reveal the cause of the disappearance of these first settlers in South Florida. We can only surmise that the "benefits of civilization" and the diseases of another continent (which were introduced by the early European explorers and colonists), were more than the unsophisticated mental and physiological resources of the prehistoric Indians could cope with. By 1760, all identifiable descendants of these ancient people had disappeared.

OUR EARLIEST RESIDENTS . . .

Much of the story of prehistoric Indians in South Florida will be forever untold. They left no enduring monuments to their existence as did the Aztecs and the Egyptians. They had not mastered the art of writing to record their philosophy and achievements as had the Greeks and Romans. They had no remaining descendants whose traditions and physique reflect the characteristics of their lineage as do the Indians of the Northwest.

What little knowledge we have of them has been painstakingly pieced together by analyzing the refuse of their daily living, uncovered in shell mounds and midden areas, and other clues furnished by the content and arrangement of their burial mounds. Fortunately, a few firsthand accounts of contacts with these Indians during the last years of their existence were recorded by some of the early European explorers and travelers, and have been preserved. For the most part, these are very brief, and locations mentioned are often difficult to identify with present day landmarks.

First, let us see what the remnants found in middens and burial sites tell us about the prehistoric Indians who lived in our area. Although there are many middens and burial sites in Martin County, only one has been systematically excavated.

In 1970, under the auspices of the Martin County Historical Society, work began on what was thought to be a burial mound on Hutchinson Island, not far from the Elliott Museum. The skeletal remains of numerous prehistoric Indians were uncovered. No European artifacts, such as tools, weapons, buttons, and the like, were found in the burial zone. This is considered to be an indication that the burials probably were made before

the arrival of the early explorers.

There was no special arrangement of the remains in relation to each other, or in the position of burial, nor was there any evidence of grave preparation or burial goods which might indicate a religious ritual associated with the dead. Apparently, it was the custom to place the dead on the ground and cover them with sand from a nearby borrow area. As years passed, the height of the mound grew, later burials being placed on the surface of previous burials. Flattened skulls and broken and missing skeletal parts in many of the lower burials were probably the result of later burial activities.

Eventually the center of the mound reached a height of about eleven feet above the surrounding terrain and the base covered a roughly circular area approximately seventy-five feet in diameter. It is estimated that the mound contained one hundred twenty-five to one hundred fifty human burials. Intermingled among the human burials were found the skeletal remains of seven dogs. These remains were complete, which would indicate that the dogs were buried whole, and had not been used for food. The fact that the dogs were not used for food and were buried in the human burial area would suggest that the Indians held them in higher regard than other animals. Possibly they were domestic pets or hunting dogs.

Although the human remains have not been studied by qualified physical anthropologists, some of their characteristics are obvious to a layman. For the most part, the Indians were tall, ranging from 5'8" to 6' in height. They were rather heavily boned, with high cheekbones and wide, heavy-set jaws. Their teeth were rather large and were remarkable in that there was almost a complete absence of dental caries or cavities in all thirty-seven burials excavated. This might be evidence of a wellbalanced diet. In the adults, teeth were worn down, in many instances almost to the gum level, apparently as the result of the abrasive sand in their diet.

In several skulls a narrow, depressed, comminuted fracture was noted in the temporal region. Since all pieces were intact and in proper relation to each other, although depressed, it is logical to assume that the fractures had occurred while the skull was fleshed and contained brain tissue. We might draw many conclusions as to how and why these similar injuries occurred; however, the real reason may never be known.

As the excavators worked their way down through the successive

layers of the mound, they eventually reached the bottom of the burial zone. Instead of the clean, light tan sand that made up the burial mound, they encountered the beginning of a stratum of dark, almost black, sandy humus. Unexpectedly, as they penetrated far below the burial zone, they uncovered layers of oyster and clam shells, and numerous artifacts such as potsherds, bone and shell tools, and other evidence that the area was a midden or habitation area belonging to Indians who lived long before those buried in the mound above the midden.

The depth of the midden layer was such that it probably was not occupied over a period of years, but rather for a few months only. Possibly the Indians migrated to Hutchinson Island each fall to feast on the shellfish which flourished in the mangroves along the Indian River side of the island, and then returned to the mainland in the spring, when the hordes of mosquitoes and sand flies took possession of the island, even as they do today.

Curiously, four firepit bases or hearths were found, each about twelve to fifteen feet apart and all in alignment, as if some artificial constraint had dictated their placement. Possibly these hearths were located inside a shelter or long house, such as that described by Jonathan Dickinson in his narrative about the Indians he encountered on Hutchinson Island in 1696.

The Indians who occupied this midden were not good housekeepers. Apparently it was a characteristic of all Florida Indians. Their so-called midden or habitation areas were littered with the debris of their daily living. Residue of their meals, as well as broken and discarded tools and utensils, were left where they dropped. In some areas, this residue accumulated in many layers representing many years of occupation.

It is by studying this refuse that knowledge is gained about the lifestyle of those who occupied the area. The abundance of oyster shell found in the midden shows that shellfish were a principal item of their diet, at least during their stay on the island. The remnants of several kinds of fish, including small shark, as well as turtles, birds, raccoons, and various other small mammals indicate that they were not fussy as to the source of their meat. Time has obliterated any remnants of the fruit and vegetable content of their diet; however, it is safe to assume that they also ate various roots, and such berries as were available on the island.

Probably the most significant items found in the midden were the numerous pieces of broken pottery or potsherds. At some point after their arrival in Florida, prehistoric Indians learned to make pottery vessels for food storage and cooking. At first they were crudely fashioned, poorly fired, and made with a clay paste that was mixed with grass or other fiber to hold the shape until firing. As time passed, refinements in the art of pottery-making were developed that were distinctive of the locality of their manufacture. Paste was improved and fiber omitted, more utilitarian and even aesthetic shapes were molded, and decorative motifs were incised, stamped, or painted on the pottery.

By carbon-dating and other techniques used to determine the antiq-

uity of organic materials, scientists have been able to determine the approximate age of much of Florida's prehistoric pottery by analysis of the organic material found in proximity to the pottery. Since the pottery of each time period and locality had distinctive characteristics, it is now possible to determine the approximate date of the occupation of a site by a study of the pottery fragments found in the site. The fragments found in the Hutchinson Island midden indicate a thick, gritty, crudely-fashioned, and poorly-fired type of pottery. With a few exceptions, no incised or stamped decoration was found, and some sherds contain a small amount of fiber. By comparison with similar pottery of known age, it seems evident that the local midden was occupied sometime between 800 and 1200 B.C. or almost 3000 years ago.

If the Hutchinson Island Indians used any tools or weapons made of wood or vegetable fibers, all trace of them had disappeared by the time the midden was excavated. A few tools made of bone, stone, and shell were recovered, all of a very primitive nature. Small animal bones, split lengthwise and sharpened to a point, were probably hafted to wooden handles for use as spears. Thin pieces of bone were sharpened to a point and probably used as awls to punch holes in animal hides for lacing. Thin, flat stones were beveled on one edge, probably for use as scrapers or as crude cutting tools. Scoops or dippers were fashioned from busycon shells. Numerous thin, flat stones, not found in the sand surrounding the midden, were probably brought from the beach for use in opening shellfish or cracking animal bones to obtain the marrow. The sinister use of these implements must also be considered.

Although archaeological findings may tell us much about the culture and environment of these early people, they do not give us many clues as to their behavior, dress, relations with other tribes, or familial characteristics. For this we have only a few sketchy accounts of early European explorers and travelers who briefly visited the area. Understandably, these early accounts were primarily concerned with topographic and navigational considerations.

Probably the earliest record of Indians in our area is contained in a biography of Pedro Menéndez de Avilas, the founder of St. Augustine. The biography was written in 1568 by Bartholomé Barrientos, a professor of Latin at Salamanca University in Spain. Oddly, Barrientos never visited Florida, but was able to record an excellent description of the east coast of Florida and the activities of the early Spanish settlers by using contemporary narratives, letters, decrees, and memorials.

From this account we learn that the Ais Indians were extremely hostile to an attempt by Menéndez to establish a settlement on the Indian River somewhere north of the St. Lucie River. Failing in their attempt to pacify the Ais Indians, the Spaniards moved south to the banks of the St. Lucie where they established a settlement and mission. Initially, relations with the Guacata Indians were peaceful; however, before long, hostility again developed and the settlement was eventually abandoned, but more of that

in a later chapter. Whether the hostility was due to aggressive actions by the Spaniards, or was due to an inherent distrust of strangers occupying their territory, is difficult to determine. Reports of subsequent visitors to the area would tend to favor the latter.

The most revealing description of the local Indians is contained in an account written in 1699, just about seventy years before the prehistoric Indians disappeared from this area entirely. In the fall of 1696, Jonathan Dickinson, a young Quaker merchant, with his wife and infant son, sailed from Jamaica bound for Philadelphia on the barkentine Reformation. Following the wreck of their ship on Jupiter Island, the survivors began their incredible journey, on foot, two hundred and thirty miles up the inhospitable coast to St. Augustine. After reaching Philadelphia, Dickinson wrote his epic narrative of their harrowing experiences among the Indians of the Florida east coast as a moralizing religious lesson demonstrating "God's Protecting Providence Man's Surest Help anal Defense In The Times of The Greatest Difficulty and Most Imminent Danger."

In his narrative, Dickinson describes the Indians as extremely truculent, brutal, and difficult to communicate with. Apparently, they had had some previous contact with Europeans, especially the Spaniards for whom they evidenced some respect, possibly due to fear. His description of their life style shows a very primitive people living in shelters constructed of arched pole frames set in the ground and thatched with palmetto leaves. Their clothing was scanty and made from grass and leaf fibers, occasionally

supplemented by bits of animal hide.

In addition to fish and shellfish, they subsisted on sea grapes, prickly pears, coco plums, the hearts and berries of palmetto, and the starchy pith of the coontie root. He notes "These people neither sow nor plant any manner of thing whatsoever, nor care for anything but what the barren sands produce; fish they have as plenty as they please." The Indians brewed a drink from the leaves of a shrub called casseena. Some ritual significance seemed to be attached to the drinking of this beverage since its consumption by any other than the Casseeky (Cacique or Chieftan) and his associates was proscribed. It is not known if this liquor had any alcoholic, narcotic, or hallucinogenic properties.

The only form of transportation mentioned in the narrative is what were described as canoes, capable of holding six to eight persons. Since no description is given of these craft, we have no way of knowing whether they were of a dugout or outrigger type, or a raft. The lack of suitable raw material would seem to rule out the dugout. For weapons and hunting tools, Dickinson mentions the use of spears and bows and arrows.

Although the narrative frequently refers to the Indians as "the inhumane cannibals of Florida," no description of cannibalistic practices is given. Archaeological evidence thus far uncovered has produced no basis for believing such activity was practiced. Possibly Dickinson's reference to the Indians as cannibals may have been a descriptive phrase resulting from their ferocious and brutal behavior, or it may have stemmed from his fear

that they actually were cannibals. From several references in the narrative we learn that the Indians on Hutchinson Island were plagued by hordes of mosquitoes and other insects, even as are the present day residents of the Island. No method of combatting this affliction was described.

The overall picture of our first residents, then, is one of a very old but still very primitive people, even as late as 1696. In other parts of the western hemisphere, descendants of those early migrants from Asia had developed complex societies, evolved bountiful agricultural economies, acquired mathematical and engineering genius, and established long-lived religious customs and traditions. In Europe, similar progress was made in addition to which the means of travel on land and on the sea, and the science of navigation, had been developed to a high degree. It was these Europeans who were to bring to our area the culture we now call civilization, rather than the original inhabitants who lived here so long.

EXPLORATION AND COLONIZATION 1492-1819

Ponce de Leon is generally considered to be the discoverer of Florida, and the first European to explore its coast. Some evidence exists that Iohn Cabot may have visited the area in 1496-7, since a map based on his voyage clearly shows the outline of the Florida peninsula, and even outlines a river in the approximate location of the St. Lucie. Although Ponce may not have been the first European to visit these shores, he must be credited with the earliest written description of the coast line, and with the naming of the new found land *Florida*.

Ponce de Leon was no stranger to the New World. He was a member of the second expedition made to the Indies by Christopher Columbus in 1493, when the first permanent Spanish colony was established in Hispaniola. He remained there until 1508, when he established a colony in Puerto Rico and was appointed governor of the island. It was later determined that Don Diego Columbus, son of Christopher, who was Governor of Hispaniola, had prior rights to the governorship of Puerto

Rico, and Ponce was displaced.

On February 23, 1512, in compensation for the loss of the governorship, Ponce was granted a patent by the King of Spain which commissioned him to discover and govern the island of Bimini and its people, and such other lands as he might discover. The terms of the patent were very broad indeed, and gave Ponce the right to exploit the wealth of his discoveries in return for his underwriting the expenses of the expedition. Ponce de Leon never did discover Bimini, which was an island rumored to be near Puerto Rico, but he did make a discovery of far more political and historical significance.

On March 4, 1513, Ponce de Leon sailed from Puerto Rico with three ships, acquired and fitted out at his own expense, the Santa Maria de la Consolation, the Santiago, and the San Cristobal. Headed on a northwesterly course, he sighted an island on Sunday, March 27, later identified as Abaco, but did not land. The ships continued on their westerly course and finally made landfall on the Florida coast April 2, 1513, at 30° 8' north latitude (29° 32' – modern adjustment). He did not land immediately but explored the coast for several days before landing, probably somewhere between the present location of St. Augustine and the St. Johns River. At that time he took possession of the territory in the name of the King of Spain and thus, under the terms of his Royal patent, became the first Adelantado or governor of our land.

He named the land *Florida* since it was discovered on *Pascua Florida*, the Easter Feast of the Flowers. On April 9, Ponce began exploring the coast south of his original landing. On April 21, 1513, he reached Jupiter Inlet, which he named Rio de la Cruz, and remained for several days. It was here that he made a stone cross which he planted on the shore of Jupiter Island.

Early maps identify an inlet from the ocean near the Indian River confluence of the St. Lucie River as Rio de la Cruz, or Rio de Luz. Local tradition has it that these two names identify the present St. Lucie Inlet; however, the history of this inlet shows that it shifted its location from time to time and frequently was closed. Even when open, it was a shallow waterway obstructed by shifting sandbars. For this reason it seems more likely that Rio de la Cruz was actually Jupiter Inlet, a fairly deep and more stable inlet.

Ponce continued his exploration of the Florida coast, southward around Cape Sable, and north on the west coast as far as Charlotte Harbor. He finally returned to Puerto Rico in September. The well known legend that Ponce de Leon was seeking the Fountain of Youth cannot be verified by contemporary records, and possibly resulted from facetious remarks concerning his report to King Fernando, in which he could claim no discoveries of treasure, as other explorers had done before him. In an attempt to colonize the West Coast of Florida in 1521, Ponce was wounded by Indians and died. His heirs made no attempt to claim his rights to the territory he had discovered in Florida, as they were entitled to do under the ferms of the Royal patent.

After Ponce de Leon's departure from Florida, there is no record of further exploration of the lower east coast of the peninsula until 1562. During the interval, extensive exploration of the Gulf Coast was carried out by Alvarez de Pineda, Panfilo de Narvaez, Hernando de Soto, Tristan de Luna y Arellano, and Angel de Villafane. None of these explorers succeeded in discovering the treasures reputed to exist in these new lands. They were unable to establish permanent settlements, and hardship and tragedy marked their expeditions.

Shortly after Columbus discovered the New World, Pope Alexander VI issued a decree which gave Spain the sole right to colonize and exploit the continent of North America. For some time this decree was effective, possibly due to the superior strength of the Spanish fleet. By early in the 1560s, France and England had become sufficiently strong to challenge the Spanish monopoly in the New World. The French, emboldened by Spain's lack of

success in her conquest of the new land, began exploration in 1562 of the area around the mouth of the St. Johns River. Here, on April 22, 1564, a force consisting of three hundred men and four women, under the command of Rene Coulaine de Laudonniere, landed and constructed a fort which they named Caroline. The garrison was subsequently strengthened when Jean Ribault arrived to take command, in the summer of 1565, and brought with him five hundred soldiers and artisans and seventy women.

Although France was ruled by a Catholic sovereign, the majority of the colonists at Fort Caroline were Protestant Huguenots. Thus the Spaniards were faced with a double insult to their prestige as the result of the occupation of their territory by a foreign power, and by heretics, as well. Their response to this threat, and the exploits of Pedro Menéndez de Avilas in ousting the French and in establishing the first permanent settlement in the New World at St. Augustine in 1565, are a well known part of the heritage of our State.

In addition to ridding the territory of the French interlopers, Philip II, the Spanish sovereign, had commissioned Menéndez to establish settlements in strategic places along the coast to protect the trade route between Spain and the New World, and also to bring about the conversion of the native Indian population to the Catholic religion. Although he was not successful in accomplishing the latter two objectives, his efforts brought him to the vicinity of the St. Lucie River and resulted in the earliest contemporary description of the terrain and the inhabitants of our area.

Following the capture of Fort Caroline and the massacre of a large portion of Laudonniere's and Ribault's troops, Menéndez received word from some friendly Indians that a number of men, who fitted the description of some of Ribault's troops who had escaped the massacre, were building a fort and a ship at Cape Canaveral. Assembling a force of about three hundred men and three vessels, with sufficient supplies for the troops to last forty days, Menéndez left St. Augustine on the morning of October 26, 1565, to eradicate this potential threat to the Spanish settlement.

With the troops marching overland on the beaches and the vessels paralleling the shore, covering the same distance of about twenty-five miles each day, the force reached the partially constructed French fort on All Saints' Day. Heeding Menéndez's promise of mercy, the majority of the French soldiers surrendered without fight. About twenty fled into the wilderness and were never heard of again. After destroying the fortification and the partially completed vessel, Menéndez decided to proceed southward in search of an Indian settlement where he might quarter his men while he sailed to Cuba to replenish the dwindling food supply of St. Augustine and his field forces, which were now augmented by over one hundred Frenchmen, who received the same rations as his own men.

The march southward from Cape Canaveral, one of extreme hardship and suffering, is described in some detail in a memorial written by his brother-in-law, Dr. Gonzalo Solis de Meras, who was a member of the expedition. By this time, rations had been reduced to but half a pound of biscuit per day for each soldier, supplemented by such palmetto and coco plums as could be gathered. The men marched along the shore from two o'clock in the morning until sunrise, when they halted for a two-hour rest. They continued their march until sundown, with a two-hour break around midday. Many men fell by the wayside and probably perished. Solis says emphatically that Menéndez subsisted on the same rations as his soldiers and marched on foot, without a horse, at the head of his forces at all times.

On November 4, 1565, the expedition arrived at the port of Ays near the Indian River Inlet, probably in the present Vero Beach-Fort Pierce area. The cacique, or chieftan, of the Ays received the Europeans in a friendly manner, according to Solis. However, Menéndez, "fearing that the soldiers and the Indians would break out in war against one another," arranged to have his men establish a settlement about three leagues (about nine miles) south of the Ays village, on the bank of the Indian River, where fish, palmetto, and coco plums were plentiful. Leaving about three hundred men at this settlement, in the charge of Captain Juan Velez de Nedrano, Menéndez departed for Cuba with fifty soldiers and sailors, and twenty of the French soldiers who had surrendered at Cape Canaveral.

Upon arrival at Havana, Menéndez was coolly received by Garcia Osorio, Governor of Cuba. His request for assistance in obtaining supplies for relief of the five hundred men left at St. Augustine and the Ays settlement was rebuffed, in spite of a royal decree which commanded the governor to provide Menéndez with assistance. Eventually, without the aid of the governor, Menéndez was able to dispatch a small vessel with supplies to the starving colonists, and arranged for the sailing of two other vessels to Mexico to load and transport additional supplies to the Florida settlements.

Having made the arrangements, Menéndez turned to the west coast of the peninsula in search of a number of Spaniards who supposedly had been captives of the Calusa tribe for over twenty years. Additional ships and men had arrived from Spain to augment his forces, in anticipation of the arrival of a large fleet from France to avenge the slaughter of French forces at St. Augustine. The accounts of his experiences with the Calusa Indians, as told by Solis and Barrientos, are probably the best early descriptions of Florida Indians, but are not germane to a history of our local area.

In the latter part of February 1566, Menéndez left the west coast and headed back to St. Augustine. After rounding the Keys, sailing up the east coast, he encountered one of the two caravels he had sent to Campeche in Mexico to obtain food for the relief of St. Augustine and the Ays settlement. On boarding the vessel, he learned that it was returning to Havana from Santa Lucea, still laden with supplies, and in the control of a group of mutineer soldiers who had seized the vessel when it arrived at Santa Lucea.

The mutiny was the culmination of a long winter of hardship, hunger, and hostile Indian attacks. After Menéndez's departure from Ays, growing unrest developed among the party left behind. Inadequate food and increasing harassment by the Indians caused a group of rebellious soldiers

to leave the settlement, seeking a more favorable location. A force led by Velez, to bring the rebels back, found many were dead, either as a result of internal quarreling or Indian attack, and some were drowned in attempting to cross local rivers. Later, having word that the Indians to the south, the Guacata, were more friendly, Velez led his men down the Indian River to a harbor they named Santa Lucea, as it was discovered on that Saint's Day.

At first the Indians pretended to be friendly; however, their hostile intentions soon became evident, and it was necessary for the party to construct a fortification for its safety. Constant harassment by the Indians prevented the soldiers from foraging the surrounding country for food, and starvation again became imminent. The arrival of the patache (small sailing vessel), dispatched from Havana by Menéndez, alleviated the food problem temporarily, but the Indian attacks continued. The seizure of the second supply ship by the mutineers prevented the landing of additional rations so much needed by the loyal garrison remaining at Santa Lucea.

Meanwhile, to the south, in the vicinity of Biscayne Bay, another outpost which had been established by Menéndez was experiencing the same problems with rations and the Tequesta Indians. The survivors finally abandoned their settlement and marched northward to the Santa Lucea colony, where they hoped to obtain relief. With the arrival of this group at Santa Lucea, the situation became desperate. Some historians report that the garrison even resorted to cannibalism; however, the contemporary accounts of Solis de Meras and Barrientos do not mention such a practice.

Barrientos describes the ordeal in the following manner, "Provisions of the Spanish side were so low during these almost daily encounters with the Indians that no more than a single pound of maize was issued to ten soldiers. When this supply was gone, a palmetto was sold for one ducat, a snake for four, a rat cost eight reales, excessive prices since there was very little money. The soldiers began to fall from hunger, and in the end only thirty men were left to bear arms. The bones of animals and fish dead for years were barbecued over the fire and then picked, as were swords, belts and shoes."

The conditions described were certainly conducive to cannibalism, at least in the case of the bodies of men who died of hunger or Indian attack. The lack of any reference to cannibalism in contemporary accounts of the Santa Lucea settlement cannot be taken as proof that the practice did not exist. Both writers were staunch supporters of Menéndez and faithful servants of their Catholic king. If they were aware that the Santa Lucea garrison, in desperation, did resort to cannibalism, the writers may have omitted such reference to avoid a stain on Menéndez's reputation, or a reflection on the religious integrity of the Spanish soldiers.

Apparently the problem of supplying food to the Santa Lucea garrison was overcome; but no progress was made in improving relations with the Indians, and hostile attacks continued. Finally, sometime in 1568, the settlement was abandoned. Had conditions been different, history today might

show that the second permanent settlement of European colonists in North America was made on the banks of the St. Lucie River in Martin County.

The actual locations of the original settlements at Ays and Santa Lucea have never been identified. Probably the Ays settlement was somewhere in the Fort Pierce-Vero Beach area. The Santa Lucea settlement, possibly by virtue of its name, has been popularly located on the bank of the St. Lucie River. Barrientos notes, however, that "Twenty-three leagues beyond Ays the Spaniards found a harbor which they named Santa Lucea – ." Since twenty-three leagues is approximately sixty-five miles, it is possible that the Santa Lucea settlement may have been farther south, in the vicinity of Jupiter Inlet. Further, we know that there are no harbors in the barrier islands stretching from Cape Canaveral to Jupiter Inlet, except where the barrier is pierced by inlets from the ocean to the Indian River. A 1683 map by Alonzo Solana, a Spanish cartographer, shows the following landmarks between Cape Canaveral and the Florida Keys:

NAME ON MAP	TRANSLATION	PROBABLE PRESENT LOCATION
Cabo de Canaveral	Cape Canaveral	Cape Canaveral
Barra de Ays	Ays Inlet	Fort Pierce Inlet
Pueblo do ynfieles	Heathen (Indian)	Close to above
,	Village	
Pueblo do ynfieles	Heathen (Indian)	Close to below
,	Village	
Barra de Jobe	Jobe Inlet	Jupiter Inlet
Cayos de la costa del	Florida Keys	Florida Keys
sur de la Florida	•	

As is the case in several subsequent maps showing our area of the coastline, no inlet is shown near the mouth of the St. Lucie River, although the river itself is shown. Through the years, the St. Lucie Inlet has been a fickle opening to the sea, sometimes open and sometimes closed. Its location, when open, has not always been in the same place. Even when open, the nearby Gilbert's Bar reef presented a hazard to early navigators, as it does now.

Considering the distance traveled by Velez and his soldiers from Ays to Santa Lucea, and the more stable entrance from the sea to a good harbor provided by the Jupiter Inlet, it is possible that the Santa Lucea settlement may have been located in the southern part of our county rather than on the St. Lucie River, as tradition has it.

Almost three hundred years passed before a permanent settlement was again attempted in our area. Few Europeans visited the area by intent, although many survivors of the disasters which frequently befell ships using the Bahama Channel passage, left their bones on our inhospitable shores. The Indian soon learned that shipwreck survivors could be exchanged for material goods or for Indian captives held by the Spaniards.

In some areas, European castaways were treated almost as trade goods and passed from one tribe to another until ransom could be obtained. The details of most ship losses were not recorded; however, the few records that do exist show that the local Indians were intensely hostile to all Europeans, in spite of a peace treaty negotiated by the Spaniards with the chief of the Ays in 1570. The lives of castaways were sometimes spared only because of their ransom value, although more often than not the bloodthirsty traits of the Indians prevailed.

In 1570, a vessel carrying hides from Spain was seized by an English ship in the Bahama Channel and its occupants were landed in the territory of the Jeaga Indians on Jupiter Island. The Indians killed all except a mother, her two daughters and small son, and one sailor who was almost dead from many wounds. They were later ransomed in exchange for six Indians previously captured by the Spaniards.

In December 1571, while sailing from Florida to Havana with two frigates, Menéndez encountered a severe storm. His ship was wrecked on Cape Canaveral, from where he was able to return to St. Augustine. The other frigate sought refuge in the harbor of the Ays (Fort Pierce Inlet?), where the Indians seized and burned the vessel. All but two of the crew were killed by the Ays. The two survivors were presented to the chief of the Tequestas, who proceeded to murder them.

During the latter part of the 16th century and the early part of the 17th century the Spanish, French, and English continued their exploration of the Atlantic and Gulf Coast areas of the continent, and began colonization. By 1574, there were an estimated 152,500 Spanish settlers in the Americas, mostly in lands around the Gulf Coast, the West Indies, and Central America. In 1588, the destruction of the Spanish Armada gave England control of the seas, and Spain's influence in the future colonization of North America began to decline. Permanent settlements at Jamestown, Plymouth, New Amsterdam, Boston, Providence, Quebec, and Baltimore prospered and became cultural and economic centers with far reaching influence. By 1650 the population of English colonies in North America had reached an estimated 52,000. Conflict between the three major powers for economic and territorial advantage continued, and areas of influence became more clearly defined.

Throughout this period, peninsular Florida south of St. Augustine remained uninhabited, and unvisited by Europeans, except for privateers and freebooters preying on the increasing ship traffic using the Bahama Channel, slave merchants raiding Indian settlements, and shipwreck survivors cast upon the beaches. For the most part, these visits were unrecorded and long since forgotten, with the notable exception of the narrative of Jonathan Dickinson, which was mentioned earlier.

In 1696, Dickinson, a young Quaker merchant, chartered the barkentine *Reformation*, in the command of Joseph Kirle, a Pennsylvanian, to carry his party and a cargo of merchandise from Port Royal, in Jamaica, to Philadelphia, where he intended to establish a business. His party consisted

of his wife and infant son, a Quaker missionary named Robert Barrow, a relative, Benjamin Allen, and Dickinson's eleven slaves. The vessel carried a crew of eight in addition to the master.

Since England and France were at war, the *Reformation* sailed, on August 23, 1696, in a convoy of many other ships under the protection of the frigate *Hampshire*. Shortly after leaving Port Royal, the winds subsided and the convoy became becalmed. With the return of a favorable wind several days later, the *Reformation*, having lost sight of the other ships in the convoy, rounded the western tip of Cuba alone, and began the passage of the Bahama Channel to the open Atlantic.

On September 22, a violent storm struck the barkentine and the next day it was driven ashore on Jupiter Island, about five miles north of Jupiter Inlet. Although the ship was completely wrecked, all members of Dickinson's party and the crew managed to reach shore safely. This was only the beginning of the misfortunes which plagued them for the next three months, until they finally arrived at Charleston, South Carolina, on

December 26, 1696. Shortly after reaching the beach, the party was discovered by a group of Indians whose cruel and ferocious mien terrified the survivors. When they had resigned themselves to what seemed to be certain death, Dickinson recounts that "it pleased the Lord to work wonderfully for our preservation and instantly all these savages were struck dumb - - - - ." Although the immediate threat to their lives was averted, the Indians continued their bellicose harassment of the party. It was only the moderating influence of the Casseekey (sic), the Indians' chieftain, that the Indians were deterred from inflicting injury or possible death. The survivors were desirous of proceeding north, where they believed that a Spanish settlement named St. Lucie existed. However, the Indians insisted that they must go to the Casseekey's village of Hoe-Bay (sic), which was located just south of Jupiter Inlet. They arrived at this village on September 25, and remained for a few days until they finally persuaded the Casseekey to allow them to proceed north to St. Lucie.

Leaving Hoe-Bay on the morning of September 28, the party traveled north along the beach of Jupiter Island, some on foot and some in the *Reformation*'s small boat, which had been salvaged. At sunset the party assembled on the shore, and, building a fire, attempted to get a little sleep before proceeding. The hordes of mosquitoes and sandflies made sleep impossible, so the party again resumed its journey. Around midnight the party came upon an Indian village but no violence occurred. They continued traveling until late in the afternoon of the following day, September 29, when the party reassembled on the beach about four miles south of the St. Lucie Inlet.

Spurred on by a report that the land party, before dark, had observed in the distance what appeared to be two or three white houses, they continued north until they reached the inlet. Finding no evidence of a settlement on the opposite side of the inlet, they decided to spend the night here, after first sending a party to bring the *Reformation*'s boat from the beach to the inlet shore. The party was unable to launch the boat, due to the heavy sea, and the attempt was abandoned. Little sleep was possible during the remainder of the night, because of the ever-present sandflies and mosquitoes.

At daybreak on September 30, the castaways were discovered by a group of Indians on the north side of the inlet. Five or six canoe loads of Indians crossed the inlet while others swam, and, upon reaching the Dickinson company, set upon them with great violence, tearing their clothing from their bodies and threatening them with bows and arrows drawn. The Indians finally desisted in their belligerent actions and transported the party agrees the inlet in their belligerent

ported the party across the inlet in their canoes.

On reaching Hutchinson Island, the physical abuse and harassment continued until the intercession of the Casseekey, his wife, and "some of the chiefest among them," who were more compassionate toward the survivors than the main body of Indians. They were then taken to the Casseekey's house, just north of the inlet, probably somewhere between the present location of Seminole Shores and the Elliott Museum. Here they were given food, mats to lie upon, and covering of a sort for their nakedness. Dickinson describes the Casseekey's house, about forty feet long and twenty feet wide, covered with palmetto leaves, as being extremely nasty. He notes that "the place swarmed with an abundance of many sorts of creeping things; as a large hairy spider, which hath two claws like a crab; scorpions; and a numberless number of small bugs."

The party remained at the Casseekey's house all night and the following day, October 1, left around midnight, guided by Indians who lived in a village about five miles north of St. Lucie Inlet. They traveled all night along the beaches of Hutchinson Island, and by daybreak on October 2, had reached a point about one mile south of the present Fort Pierce Inlet. Here they came upon the wreck of the bark *Nantwitch*, which had left Jamaica in the same convoy as the *Reformation*. The Indians had earlier informed them of the wreck, and said that, since the survivors were English, they were to be put to death shortly.

Crossing the inlet, the party proceeded north until it reached a large Indian settlement in the vicinity of the present Vero Beach. This settlement, called Jece, was the principal village of the Ays. The Casseekey of the town, an old man, wiser and more moderate than other Indians Dickinson had encountered, provided shelter for them in his house and furnished them with food and clothing to the extent of his resources. The old Casseekey had some knowledge of Spanish and was able to communicate effectively with Dickinson. He agreed to arrange for the party's journey to St. Augustine, but not before he had traveled to Hoe-Bay to salvage any valuables for himself that might be found in the wreckage of the *Reformation*. The survivors remained at Jece for a month, departing on November 2 and arriving at St. Augustine on November 15.

Readers of Dickinson's Journal may have difficulty in reconciling the

dates shown for the various happenings with the dates given in this history. It should be recognized that prior to 1752, a calendar year was reckoned as beginning on the first of March, rather than the first of January, as it is now. Thus, when Dickinson heads a daily entry with "The 7 Month, 23; the 4 day of the week" he is not designating the date as July 23, but rather as the seventh month after the first of March – or September 23.

To anyone attempting to trace the early history of our area through contemporary maps and writings, the variety of names used for the same geographical features sometimes presents a perplexing problem. The problem is often further compounded by the rather casual assignment of the placement of a specific landmark, sometimes many miles from its actual location. Place names used often reflected the nationality of the author or cartographer and, frequently, phonetically spelled Indian names were recorded. Even major features did not escape this problem. Various portions of what is now called the Indian River were identified as Jupiter Sound, St. Lucie Sound, and the Hillsborough River. Fort Pierce Inlet is sometimes shown as the Indian River Inlet or the Hillsborough Inlet, and many early maps identify Jupiter Inlet as Grenville Inlet.

Sometimes the various names all refer to the same distinguishing characteristic of the landmark, as is the case of the 57-foot hill on the estate of the Ralph Evinrudes in Jensen Beach. Today, this is identified on topographical maps as Pisgah Hill. In years past, the hill and the foreground were not covered by the lush foliage and lawn as they are today. Instead, an expanse of snow-white sand was easily recognizable for miles at sea, and, to early navigators, resembled laundry or sails laid out in the sun to bleach. The hill is variously described in early accounts and on maps as Bald Head Mt., Ye Bleech Yd., and La Ropa Tiendita, all referring to the appearance of the elevation from a ship at sea.

It was on this hill, in the 1830s, that the pirate Don Pedro Gilbert is reputed to have posted his lookout while he careened and repaired his ship in the shallow water of the Indian River near the present location of Florida Institute of Technology's Jensen Beach campus. As a result of Gilbert's visit to our area, the shoals offshore from the House of Refuge, shown as Leech Shoals on early maps, are now identified as Gilbert's Bar.

Even ladies' fashions had an influence on the naming of geographic features, as is reflected in U. S. Coast Chart #163 published in 1887. At that time, long before the Intracoastal Waterway was dredged, the inland waterway between Peck's Lake and Hobe Sound was a narrow passage winding through dense mangrove swamps. Just south of Peck's Lake this passage divided into two waterways which rejoined about three-quarters of a mile farther south. The contours of these two waterways unmistakably form the outline of the type of garment worn by well-endowed ladies of the period who wished to achieve the hour-glass figure so popular at the time. The chart identifies this landmark as "Corset." Construction of the Intracoastal Waterway made a third waterway, right in the middle of the original two. One of the resulting two islands is identified on today's maps as "Corset Island."

Lake Okeechobee, one of our most prominent terrain features, has been known by many different names, including Big Water, Lake Mayaco, Lake Myacco, Lake Mayaimi, and Spiritu Santo Lagoon. Interestingly, some early maps, including one prepared in 1794 by Thomas Jeffries, Royal British Cartographer, showed Lake Okeechobee as the headwater of the St. Johns and St. Lucie Rivers. Even in comparatively recent times, the spelling of Okeechobee has been debated. In 1890 President Harrison established a board to designate the correct geographic nomenclature to be used in identifying specific natural and man-made features on all future maps and charts. Although a report published by the board in 1900 identified thousands of locations throughout the world, including such remote and little known (in those days) places as the Mekong River in Cambodia, remarkably few Florida locations were mentioned. As far as the largest lake, wholly within the United States, the following entry is shown:

"Ókechobee; lake, southern Florida.

(Not Okeechobee)"

When the present spelling was accepted is not known.

It is difficult to establish an end to the period of exploration of the peninsula of Florida. Coastal features were described with a fair degree of accuracy as early as 1650. Little was known about the interior, however, even as late as 1837, when John Lee Williams authored his well known book, "Territory of Florida." In describing the lakes of Florida, Williams makes no mention of Lake Okeechobee, nor does the map which accompanies the book show any indication of the lake. He was aware, however, of a large body of water in the interior, since it had been reported by Indians and occasional Spaniards who had penetrated the region more than two hundred years before. It was not until the United States Army moved into the interior, in the 1830s, in pursuit of the Seminoles, that accurate maps and descriptions of the area became available.

With the establishment of a settlement at St. Augustine in 1565 there began a period of colonization of North America that was to continue for over two hundred years, until a new nation was born and declared its independence from its mother country in 1776. All along the North Atlantic seaboard, as settlements grew into cities, an expanding network of roads, canals, and seaports fostered the burgeoning commerce of the colonies... except in Florida.

As late as 1800, there were only twenty-one towns in Florida, and many of these were little more than outpost settlements. The only road in the whole area worthy of the name was the one built by the English, during their brief occupation of Florida, which covered the distance of about sixty miles between St. Augustine and the St. Mary's River. It had formerly been extended another sixty miles south of St. Augustine to the New Smyrna colony, but after the return of the Spaniards, this section was neglected and overgrown with vegetation.

This is getting ahead of our story, however, and we must return to St. Augustine in its early days.

By the end of the 1600s, Spain had established her second important settlement in the New World, at Pensacola. In addition, numerous missions had been established in northern Florida, stretching from St. Augustine to Pensacola. The British had a thriving colony at Charles Town (Charleston, South Carolina), and were pushing their outposts far south into the land claimed by Spain. France had established her foothold in the area by planting a settlement in Mobile, and was envious of the excellent harbor the Spaniards possessed at Pensacola.

These dispositions of ambitious powers would inevitably have led to conflict, even if the far greater pressures of world-wide ambitions had not existed. Many indecisive but damaging and bloody clashes occurred, in Florida, with no appreciable effect on the final outcome. Florida was merely a pawn in the greater global struggle for territorial domination that had existed between France and England for more than a hundred years. This long conflict culminated in the Seven Years War, or the French and Indian War, and was finally settled in 1763 by the Treaty of Paris. By the terms of this treaty, Spain, which had been allied with France, ceded to England all of Florida, which, at that time, extended westward to the Mississippi. For the first time since its discovery by Spain two hundred and fifty years earlier, Florida passed to the control of another European power.

While this long struggle was going on between the "civilized" Europeans, the aboriginal Indian natives of Florida were being steadily reduced in numbers by the ravages of disease, warfare, and the raids of slave traders. By 1763, no vestige of these people remained, except for a few who had left Florida with the Spaniards and were eventually completely assimilated by the native populations of Cuba, and other Spanish colonies.

As the aboriginal Indian population declined, a new group of Indians began to migrate down the Florida peninsula, taking over the areas formerly occupied by the original inhabitants. These were a more culturally advanced people, who left the Creek Confederacy of tribes in Georgia and Alabama as the pressure of English colonization encroached on their territory. At first, these Indians were not a homogeneous group, coming, as they did, from two different language backgrounds, but gradually they intermingled and became identified as a separate cultural group called the Seminoles. Although the Seminoles never achieved a population much in excess of 5,000, they have exerted a profound influence on the development of Florida and its political environment that exists even today.

During the period from 1565 to 1763, when the Spaniards were attempting to colonize Florida and Christianize the aboriginal Indians, their efforts were far more successful in other areas bordering on the Caribbean, in proselytizing the native population either by force or by zealous missionary activity. Little interference with their occupation of these areas came from other European powers, although their maritime supply routes were constantly subject to hostile action by pirates and privateers of all nationalities.

Exploitation of the wealth of the Caribbean lands was extremely rewarding, and, by 1714, Spain was transporting between thirty and forty millions in gold and silver treasure from the New World to the coffers of the homeland. In addition, silk, fine porcelain, spices, jade, and other treasures were carried to Acapulco by Spanish traders from the Orient. These were transported over the mountains of Mexico by mule to Vera Cruz, where they were again loaded on ships, for the Atlantic crossing. These ships, laden with gold and silver and the treasures of the Orient, were enticing targets for the many pirates and privateers, as well as for the navies of any powers which happened to be at odds with Spain at the time.

The transatlantic route directly eastward from the Caribbean passed through an area of doldrums, where ships might lay becalmed for weeks on end, until their supply of food and water was eventually exhausted. Navigators soon learned to use the Bahama Channel, a route between Florida and the Bahama Islands where the strong 6- to 8-knot Gulf Stream currents rapidly pushed them far enough north to take advantage of the prevailing westerly winds which provided a speedy voyage eastward.

This route was not without disadvantage, however, since the funneling of shipping lanes through the narrow Bahama Channel played right into the hands of those who coveted the cargoes of the treasure ships. Becoming alarmed at the increasing forays against their shipping, the Spaniards established a convoy system as a protective measure. Treasure ships from all parts of the Caribbean assembled at Havana. Each year, when wind and ocean conditions were expected to be most favorable, the convoy, commanded by an admiral and accompanied by Spanish menof-war, set sail for Spain. The convoy system proved to be successful in reducing losses due to pirates and privateers. However, nature became the principal adversary, sometimes with devastating results. Since the most favorable wind and ocean conditions prevailed during the period that hurricanes were spawned, it was inevitable that several convoys would meet with disaster on the reefs and shoals of the Florida coast.

In the latter part of June, 1715, a Plate Fleet, as the treasure convoy was called, sailed from Havana with fifteen ships carrying about \$14 million in treasure. Shortly after clearing the Bahama Channel, a vicious hurricane swirled through the fleet, casting wrecks along the shore from the St. Lucie Inlet to Cape Canaveral. Only one ship escaped destruction, a French merchantman that had been permitted to join the convoy. It is said that one vessel seeking refuge from the storm attempted, unsuccessfully, to enter the St. Lucie Inlet on the morning of July 31, 1715. What happened to her, and where her remains lie today, is unknown.

[The Martin County Historical Society has been granted a lease by the State of Florida for the underwater exploration of the area from the St. Lucie Inlet northward. In a cooperative venture with the Florida Institute of Technology, School of Marine and Environmental Technology, the Society hopes to discover, and possibly salvage, any significant historical artifacts which may still lie on the ocean floor of the area covered by the

lease. Perhaps this effort will disclose the fate of the unfortunate sailors

who sought haven in our waters so long ago.]

When news of the disastrous end of the 1715 Plate Fleet reached Spain, a salvage expedition was organized to recover as much as possible of the \$14 million treasure. The expedition reached Florida in March of 1716, and a salvage camp was established about two-and-a-half miles south of Sebastian Inlet. The major effort of the salvage party appears to have been in the area between the Sebastian and Fort Pierce Inlets, where most of the wrecks were concentrated. Although the salvage camp was repeatedly harassed by pirates, privateers, and possibly even Indians, work continued until 1719, when the effort was abandoned.

The exact amount of the treasure salvaged is not known, but it was a substantial portion of the original cargo. Sufficient treasure remained on the ocean floor, however, to make it an attractive undertaking for twentieth century amateur and professional treasure hunters. Probably the most successful of these was the late Kip Wagner, a resident of the Sebastian area, who converted a hobby into a lucrative and historically rewarding career. To date, however, neither Wagner nor any other legitimate salvage operator, has made an attempt to locate and recover the treasure of the ship which is believed to have been lost in 1715, just north of the St. Lucie Inlet.

During the 1700s, English from the Bahamas frequently crossed the narrow channel to Florida to hunt turtles, collect wood, and search for salvage from wrecked ships. They probably set up temporary camps along the shore as bases of operations, and possibly some stayed for long periods of time. Although no settlements were attempted until 1840, after the abandonment of Santa Lucea, tantalizing bits of information appear in contemporary writings, which would indicate that at least some hardy souls lived a solitary existence from time to time at various points on the coast.

John Lee Williams, in describing the coastline of Florida in 1837, notes: "On Gomez Island (Jupiter Island), north of Jupiter Inlet, is the old plantation of Padre Torrey, now grown up with bushes, but embracing several fruit trees, that contend with the cabbage palms for possession." Since these early residents had no established title to the land they occupied, official note of their presence was not recorded. Where they came from, why they chose our area for their isolated abode, and how they managed to live – beset by sandflies and mosquitoes, and always wary of the intentions of the local Indians – would make a fascinating story. Unfortunately, time has all but obliterated any trace of their existence.

It was not until 1803 that the first record appears of a legal land owner in our area. During the long period of Spanish domination of Florida, defense of the colony and recruitment of settlers was based on a network of missions supported by military outposts. This system was not especially effective in attracting settlers, and except for the areas around St. Augustine and Pensacola, the principal European inhabitants were clerics, soldiers, and traders. When England assumed control of Florida in 1763,

the majority of Spanish colonists departed with the clergy and the soldiers, leaving the area virtually unpopulated by Europeans.

In an attempt to encourage colonists to settle in her new possession, England undertook what was probably the first of many subsequent Florida land development programs. The virtues of the new colony were lavishly described in many literary publications of the day, and generous grants of land were offered to prospective settlers and to speculators who were willing to underwrite the cost of developing a settlement. Numerous grants were made, all in the northern part of the State, yet few were

ever occupied.

The results of this bid for more colonists were disappointing, and except for the ill-fated settlement at New Smyrna and a small influx of Loyalist refugees from the American Colonies to the north, England was able to attract few settlers to the area. It was not until the conclusion of the American Revolution that any appreciable increase in the population occurred, and even this was fated to be a transient condition. During the fall of 1782, and the winter of 1783, nearly 12,000 Loyalist residents of Charleston and Savannah were evacuated to Florida, the only North American territory left to the British, south of Canada. This swelled the total population to over 17,000, of which 6,000 were white and 11,000 were black. Momentarily, Florida prospered and seemed destined to flourish as never before.

Once again, however, Florida was a pawn in the great game of international politics, and was traded to Spain by England in return for the retention of the British stronghold in Gibraltar. When the news of the outcome of this territorial chess match reached Florida in the spring of 1783, the Loyalist refugees once more were on the move, this time to the Bahamas, Jamaica, Nova Scotia, and even England. Although some of the English settlers remained after Spain re-occupied Florida, the population declined rapidly until by 1786, all of East Florida (all of present day Florida east of the Apalachicola River) contained only about 1,700 inhabitants. Of that number, four hundred and fifty were military, and five hundred and thirty-nine were Minorcans, Italians, Greeks, and their slaves from the abandoned New Smyrna settlement. Most of the population was centered around St. Augustine.

Although the period of British occupation of Florida contains little of historical note directly concerning our area, the system of land grants which they initiated was adopted in a modified form by the Spaniards during their second occupation, and was later recognized by the United States as a valid claim to title of land. Even today, title abstracts for real estate in some eastern Martin County areas prove the title through a succession of former owners, back to the original grantee during the second Spanish period, truly a history in miniature.

As the influence and strength of the new American nation to the north increased, and Spain realized that her days in Florida were numbered, land grants were dispensed with a lavish hand to almost any applicant, and with no strings attached. It was during this period that legal title to land in what is now Martin County was first conveyed to private ownership. Although hundreds of grants were made in northern Florida, ranging in size from fifty-acre homesteads to tracts of 1,000,000 or more acres, only three grants were made in our area. Clearly, the virtues of our area were

not as alluring then as they are now.

Little is known about the early days of our first landowner, James A. (Iagoe) Hutchinson. In 1803, he was granted a 2,000-acre tract in the vicinity of Ankona by the Spanish governor at St. Augustine. Apparently, he tried to farm the land, but because of the harassment by Indians he had his grant transferred, in 1807, to the southern part of Jupiter Island. Sometime after this, he met his death by drowning, and his grant was claimed by his heirs. In 1827, after Florida had become a Territory of the United States, the grant, which was recognized by the new government, was transferred to the island which today bears the name of Hutchinson. Although the island was never farmed by James Hutchinson, his grandson, John, is said to have raised beans there many years later, while a member of the Indian River Armed Occupation Colony.

In 1813, John M. Hanson, Samuel Miles, John I. Hedrick, and Bernardo Segui were granted 16,004 acres of land south of the St. Lucie River which included such present day locations as Salerno, Sewall's Point, and St. Lucie Farms. The last land grant made in this area by the Spanish Governor pro tem, Juan de Estrada, was to Don Eusebio Gomez M., on July 16, 1815. Although the grant was described as being given for "services rendered the Crown," this, apparently, was a perfunctory phrase. In these waning days of the Spanish occupation, tracts of land were readily granted to almost any petitioner, especially those lands in unsettled areas distant from St. Augustine. The Gomez grant contained 12,180 acres and

included what is now Jupiter Island and Hobe Sound.

It appears that both Hanson and Gomez established plantations growing sugarcane, coconuts, and some citrus; however, little is known of the details of their life here. Who provided the labor for their farming, and whether or not their families accompanied them to this remote area is not known. We do know, however, that Hanson – who by then was a Major in the 2nd Regiment of Dragoons, U.S.A. – continued to occupy his grant as of October 8, 1840, when Sgt. Cyrus Wolcott, of Company C of the 2nd Regiment, was accidentally killed on Hanson's farm. We know, also, that Gomez's son, Emanuel, was living in the area as late as December 16, 1844.

Life was difficult for these pioneers. Indians, wreckers, pirates, and smugglers constantly threatened their isolated homesteads. Other settlers along the Indian River as far north as Cape Canaveral experienced the same difficulties. They felt that if a road could be built by the government from St. Augustine to the St. Lucie, more settlers would be attracted to the area, thus providing a degree of mutual protection. Repeated petitions to the U. S. Government, as late as 1844, failed to produce the desired road. When control of Florida passed from Spain to the United States on

February 22, 1819, a rich cultural heritage of the French, Spanish, and English periods of occupation remained, mostly in the vicinity of St. Augustine and Pensacola. In our area the meager heritage of this era consists of a few geographic names bestowed by early explorers and cartographers, and the legal titles to three tracts of land amounting to a total of 30,184 acres.

Our heritage was destined to be of more recent origin. In fact, a large part of our heritage has been written within the memory of some living residents.

TERRITORIAL PERIOD - 1819 TO 1845

With the control of Florida passing to the United States in 1819, the period of colonization ended, since the area became a contiguous territory of an established government. Still largely unsettled, and occupied by the various Seminole tribes, who by now had become a fairly identifiable cultural entity, Florida was truly a frontier territory of a new nation.

Establishment of the Territorial government was attended by the usual maneuverings and machinations characteristic of political opportunists throughout history. The meager population of the new territory was concentrated in the northern areas, mainly around Pensacola and St. Augustine. In an 1825 census of the territory, only three hundred seventeen persons were reported living in South Florida. Previous settlers under the Spanish and English tenure had preferred to exploit the resources available in coastal areas. The Americans, on the other hand, were attracted to the fertile land in the central parts of Florida, the area in which the Seminoles had established their villages, and carried out sufficient cultivation to meet their needs.

Conflict was inevitable as American planters moved into the area, and increasingly occupied the lands the Seminoles considered their undisputed possession under Spanish and English rule. As was characteristic of American colonial expansion, the government's usual solution to the problem was to remove the Indians from lands coveted by the settlers for future development, and to force them into distant areas far from the white man's prospective settlements.

In an effort to avoid open conflict and to exert some form of control over the Seminoles, a treaty was entered into with the Indians at a meeting at Moultrie Creek in 1823. This treaty had been negotiated on behalf of the United States by three Commissioners who had been appointed

by Secretary of War Calhoun.

One of the Commissioners was Bernardo Segui, who, ten years earlier, had been one of the grantees of land now known as the Hanson Grant. Segui was a native Floridian, a descendant of the Minorcans who had migrated to Dr. Andrew Turnbull's colony at New Smyrna, and had moved on to St. Augustine after the failure of Turnbull's colony. When Florida became a United States territory, Segui became an American citizen, and

apparently was a prominent man in St. Augustine.

Under the terms of the Treaty of Moultrie Creek, the Indians agreed to withdraw to an area reserved for their exclusive use in the south central part of Florida. In return, the United States agreed to provide the Indians with a modest amount of tools, livestock, and food staples as well as token monetary allotment. The Indians, who had apparently negotiated the treaty in good faith, soon found that they had been maneuvered into an untenable position. The land reserved for their use was not sufficient nor productive enough to support them, and they were forced to go beyond the reservation limits to meet their subsistence needs. In addition, white settlers continued to invade reservation lands in search of runaway slaves they suspected the Indians of harboring.

Conditions rapidly deteriorated. Sentiment grew that the Indians should be removed completely from Florida and resettled west of the Mississippi, remote from any areas of possible future colonization. In 1830, Congress passed the Indian Removal Act which authorized this action. Efforts to persuade the Indians to accept this relocation peaceably were a failure, and resentment, suspicions, and unrest resulted in an increase of acts of violence not only between the Indians and the white man but between the Indians themselves. The tempo of violence rapidly mounted and finally culminated in all-out warfare on December 28, 1835, when Major Francis Dade and one hundred and eight of his men were massacred in an ambush between Fort Brooke and Fort King, near the present city of Bushnell.

For the next twenty years, efforts to control and remove the Indians were a source of aggravation, frustration, and despair to the government and to those who desired to develop plantations in areas remote from established settlements. Criticism of the Army's conduct of the Florida War mounted as it failed to achieve any decisive action against the Indians.

By 1838, a military force, five times the size of the estimated two thousand Indians opposing it, had won no clear-cut victories, lost three thousand men, and cost the taxpayers in excess of \$30,000,000. Major General Thomas S. Jesup, who had been widely acclaimed for his successful action against the Creeks in Georgia, was given command of the Florida campaign in December, 1836. Like his predecessors, Jesup was unable to bring about a prompt and successful end to the hostilities, although he did bring about a significant change in the field tactics of the Army, which proved to be more effective and better adapted to the conditions of south Florida. During the early stages of the war, field commanders attempted to engage the Indians with large masses of troops. The Indians, however, rarely permitted themselves to be placed in a position where they would have to meet these troops in a head-on conflict. They preferred to strike swiftly and unexpectedly with a small force, and then melt away in the swamps where the heavily equipped soldiers could not follow them.

Recognizing the futility of attempting to overcome such an agile and elusive enemy with the traditional tactics of large military units, Jesup

adopted a guerrilla-type strategy which was much more suitable to the type of enemy and terrain encountered. A series of fortified depots or stockades was gradually established throughout the interior of the peninsula, each protected by a small garrison. Roads and trails were built connecting the forts with each other, and with supply bases on the two coasts, to facilitate the movement of troops and supplies. Using these outposts as bases, a striking force, carrying enough supplies and ammunition for only a few days, could move rapidly and effectively against any Indians reported by its scouts.

Jesup's strategy, while more effective than the tactics previously used, still failed to bring about a quick victory. He recognized the disappointment of the public as evidenced by his remarks in a letter to the Secretary of War written on July 6, 1838, a few months after the Battle of Loxahatchee:

"These results, trifling as they are compared to those of the Creek campaign, and with public expectation, are greatly beyond what we had any right to hope, when we consider the nature and extent of the country which has been the theatre of operations, and our utter ignorance of the greater part of it, even when we commenced the last campaign. Nothing but the untiring devotion of both officers and soldiers to their duties, and the energy and efficiency of the different branches of the staff, could have enabled me to overcome the difficulties which surrounded me, so far as to accomplish what has been done.

"If our operations have fallen short of public expectation, it should be remembered that we are attempting to do that which no other armies of our country had ever before been required to do. I, and my predecessors in command, were not only required to fight, beat, and drive the enemy before us, but to go into an unexplored

wilderness and catch them."

Dr. Jacob Rhett Motte, the Surgeon of Jesup's command, after participating in the expedition to Jupiter Inlet and the Loxahatchee Swamp, described the area as follows: "After all, Florida is certainly the poorest country that ever two people quarreled for. The climate in the first place is objectionable; for even in the winter, while persons further north were freezing, we were melting with the heat. In the next place, the larger portion...is a poor sandy country in the north; and in the southern portions nearly all wet prairies and swamp; healthy in the winter but sickly in summer...it is in fact a most hideous region to live in; a perfect paradise for Indians, alligators, serpents, frogs, and every other kind of loathsome reptile...then why not...let the Indians have kept it?"

Since this account is a history of our local area no attempt will be made to detail the course of the Florida Wars; however, some events of local interest are worthy of recording. During the initial phase of the conflict hostilities were largely confined to the northern half of the state, where major concentrations of the white and Seminole populations were situated. As military strength grew and pressure on the Indians increased, many were forced southward. Military operations also were extended southward until eventually the entire peninsula, including our area, became a part of the arena of combat.

Throughout the entire course of the war, few major engagements

were fought. The Indians, grossly outnumbered by the military, usually avoided direct confrontation and resorted to sporadic forays against isolated outposts and small detachments, disappearing into the wilderness as quickly as they had appeared. Of the few major battles fought during the many years of warfare, two occurred on the periphery of the area that is now Martin County.

By the fall of 1837, General Jesup had made the necessary dispositions of troops and supplies to commence operations in line with his new strategy. To construct the necessary military roads and forts, and to clear Indians from the path of their advance, he dispatched four major columns

to infiltrate the southern peninsula.

Brigadier General Joseph Hernandéz, a Spanish Floridian who had become a United States citizen, was to proceed from the vicinity of St. Augustine along the coast to the Indian River Inlet near the present day location of Fort Pierce. Brigadier General Abraham Eustis, leaving from the St. Johns River, was to parallel the coast, thirty or forty miles inland, eventually reaching the mouth of the Loxahatchee at Jupiter Inlet. Colonel Zachary Taylor (who became the twelfth President of the United States), and his column were to move from Tampa Bay to Lake Kissimmee, then south along the Kissimmee River and the eastern shore of Lake Okeechobee. Colonel Persifor F. Smith was to leave Charlotte Harbor and proceed eastward along the Calusahatchee River to the northern end of Lake Okeechobee and then south along the western shore of the lake. In addition, a small naval force, supplemented by Army units, all under the command of Lieutenant Levi M. Powell, United States Navy, was to operate in the Indian River, as far south as Jupiter Inlet, and attempt to penetrate the Everglades by water routes.

As the campaign progressed, military trails were laid out, temporary fortifications and depots were constructed and garrisoned with small detachments, and effective penetration of the little known interior of the southern peninsula gradually became a reality. Along the line of march, sporadic skirmishes occurred with some casualties being suffered by each

side, and a substantial number of Indians was captured.

By early December 1837, General Taylor's column had reached Lake Kissimmee, bridged the river, and constructed a small fort which was designated Fort Gardner. Scouting parties reconnoitering the northern shore of Lake Okeechobee reported a concentration of Indians encamped on Taylor Creek, on the northeast shore of the lake, in the vicinity of the present day town of Okeechobee. On December 19, General Taylor ordered his column moved into position for the attack, with strong troop dispositions on either flank of the Indians, thus pinning them to the lake shore with no alternative but direct confrontation. On Christmas day, the battle was joined and Surgeon Motte, the inveterate diarist, describes the ensuing action as follows:

"The Indians, in expectation of an attack, had selected one of the most difficult places in Florida to approach; having a swamp nearly a mile wide in front, which was impassable for horses, and almost impassable on foot. They had also

cleared away the palmetto from the front of the hammock in which they were stationed within rifle range of the skirts; and as the army charged, received them with deadly fire, which brought nearly one-tenth to the ground."

Both sides suffered heavy casualties, and in the confusion of battle the Indians escaped and fled to the south. Although they outnumbered the Indians two to one, the "victory" was more costly to Taylor's troops, with twenty-five killed and one hundred and twelve wounded, as compared to the eleven dead Seminoles, and the fourteen wounded. While this engagement probably had no decisive influence on the outcome of the war, it was nevertheless one of the few true battles fought during the many years of hostilities, and as a result, Taylor emerged as one of the few heroes of the Florida Wars.

While Taylor was engaged on the northern shore of Lake Okeechobee, General Hernandez was proceeding south along the Indian River, eventually arriving in the vicinity of the Indian River Inlet (later Fort Pierce Inlet). Here a fort was constructed by the First Artillery Regiment and named for the Regimental Commander, Lieutenant Colonel B. K. Pierce. This fort was intended to serve as a major supply point for General Eustis and Colonel Taylor's columns, as well as later operations to the south; however, shoaling of the inlet prevented large ships from entering.

Meanwhile, General Eustis had reached Lake Winder, about fifteen miles northwest of the present day Melbourne, where his troops constructed Fort Taylor. On January 6, 1838, General Jesup, who had joined Eustis earlier, left Fort Taylor with five hundred mounted men and proceeded south in an attempt to contact Colonel Taylor. Jesup's attempt failed when his guide became confused and led the detachment too far east of Taylor's reported position. He, therefore, fell back and moved his troops to Fort Pierce for resupply.

Eustis's troops continued southward, reaching a point about twenty miles west of Fort Pierce. Here Fort Lloyd was erected, completing a line of fortified depots stretching across the peninsula from Charlotte Harbor to Fort Pierce. As the column had moved southward, the overland supply lines lengthened, and a road was finally built from Fort Lloyd to Fort Pierce to ease the logistical problem. This road followed roughly the same

route as present day State Road 68.

At this time Jesup directed that a depot be established on the St. Lucie River for resupply of future operations to the south. Mention of this depot is contained in Jesup's report to the Secretary of War on July 6, 1838, following his relief as Commander of troops in Florida. Other available records make no reference to this depot although an Army map entitled "Seat of War in Florida," prepared in 1843, clearly shows the symbol for a military installation on the bank of the St. Lucie in the vicinity of the present day All American Boulevard in Palm City. Efforts have been made to locate some evidence of the site, but construction of the St. Lucie canal has so altered the topography of the area that there is little likelihood that it will ever be found.

As the Army columns moved steadily southward and eastward, Lieutenant Powell's motley assortment of soldiers and sailors moved south along the Indian River and began penetration of the Everglades, perhaps by way of the South Fork of the St. Lucie River. Since the action occurred during the dry season, boats often had to be dragged through the sawgrass for miles. After several minor skirmishes with the Indians, a major encounter occurred on January 15, 1838, as the detachment was emerging from the swamp near the mouth of the Loxahatchee River. In the fierce action that followed, Powell suffered five men killed and eleven wounded.

On January 18, General Eustis made contact with Colonel Taylor's command at Fort Basinger, which had been constructed on the Kissimmee River about sixteen miles northwest of Lake Okeechobee. Jesup meanwhile had moved his mounted troops westward from Fort Pierce to rejoin Eustis's column at Fort Lloyd, since the St. Lucie River and its headwaters in Halpatiokee Swamp blocked southward movement along the coast.

On January 20, Jesup and Eustis moved their troops out of Fort Lloyd southward and eastward in the direction of Jupiter Inlet, reaching a point about fourteen miles northwest of present day Indiantown along what is now State Road 710. Here their route converged with the route of Colonel Taylor's column, and here was built a fort which was named for Captain J. Van Swearingen of the 6th U.S. Infantry Regiment, who had been killed in the Battle of Okeechobee.

While Jesup and Eustis headed toward Jupiter, Taylor continued south along the eastern shore of Lake Okeechobee. About five miles north of the present town of Port Mayaca, another fortified position was built and named Fort McRee or Fort McRae. While records tell us nothing about this fort, its position is clearly marked on the 1843 Army map with a faintly visible pencil notation that apparently has been erased, identifying the site as Fort McRae. A field terrain sketch of the shores of Lake Okeechobee made by Lieutenant W. S. Bainbridge of the 4th Infantry, probably early in 1838, shows the site and identifies it as Fort McRee. Forts such as this were little more than picket stockades surrounding a depot where excess supplies and equipment could be left under guard, while the main body of troops advanced with a minimum of rations and supplies to hamper their mobility in the difficult terrain.

The progress of Jesup's and Eustis's troops toward Jupiter was agonizingly slow as they floundered and struggled their way through the endless sawgrass and cypress swamps of Allapattah Flats. Probably no United States military force has endured harsher field conditions with so few of the ameliorative products of a modern civilization as did this body of men traveling through Martin County's "backwoods" in 1838.

By noon on January 24, four and a half days after leaving Fort Lloyd, only sixty miles to the northwest, the army had reached a point slightly west of the confluence of the Loxahatchee and the Southwest Fork, just south of the present Jonathan Dickinson State Park. Scouts reconnoitering in advance of the main body of troops reported a sizeable force of Indians on

high ground ahead of the line of march. Jesup quickly ordered an attack, and the Indians, estimated to have been between two hundred to three hundred strong, responded with heavy fire. After a short but fierce battle, the Indians dispersed into the swamp leaving the troops to reform and care for their casualties. Seven soldiers were killed in this action and thirty-one wounded, including Jesup – who received a severe flesh wound of the face while personally leading the faltering Tennessee volunteers in their assault crossing of the river.

The following day a bridge was constructed across the Loxahatchee and Jesup established his headquarters at Fort Jupiter, which had been built on a point of land facing Jupiter Inlet. The heroic struggle through the sawgrass and swamps of Martin County had played havoc with the equipment and supplies of the Army. Over four hundred troops were shoeless by the time they reached Jupiter. The Army, therefore, remained at Jupiter until February 5, when fresh supplies and shoes were obtained from Fort Pierce. Meanwhile, mounted troops reconnoitered the area south of Jupiter and reported finding occasional signs of Indians.

During this rest period at Jupiter, General Eustis, Colonel Twiggs, and other superior officers of the command urged Jesup to communicate with Washington, requesting authority to terminate the war by negotiating an agreement with the Indians, whereby they would retire to the southern part of the peninsula and remain there, unmolested by white men.

Like his officers, Jesup believed that no permanent advantage to either side could be gained by continued guerrilla warfare, and he consented to make an appeal, provided responsible Indian leaders could be located for a preliminary discussion of the proposal. On February 8, Jesup met with the Tuskeegee and Hallec-Hajo, and a general agreement was reached. The Indians also agreed to assemble, with their families, under a flag of truce at a camp near Fort Jupiter to await the decision from Washington.

On February 11, Jesup dispatched a letter to the Secretary of War which contained recommendations unusual for a field commander whose troops were engaged in active combat. The letter, revealing a humanitarian as well as a practical philosophy, stated in part:

"We, in our federal capacity, owe the Indians protection; not that protection secured to our own citizens by the equal operation of our laws, for that, in their condition, would be merely nominal protection; but we owe them, in their individual and collective capacity, that protection which a parent owes to the child, or the guardian to the ward; and to secure them that protection, we must place them beyond the operation of state laws. With the fullest conviction, therefore, not only of the policy, but of the justice and humanity of the measure, I am in favor of their entire immigration; and I have supported that policy under four successive administrations. But I believe we should not apply that principle until the white population are in contact with, or intermingled among them. The state of things at which I consider their removal imperative, actually existed when the tribes inhabiting Ohio, Indiana, Illinois, Missouri, Mississippi, and South Alabama, were sent to the west; that state of things actually exists in relation to the Cherokees in Tennessee, North Alabama, and Georgia; and regardless of the opposition made to the measure, they should be at once removed.

"In regard to the Seminoles, we have committed the error of attempting to remove them when their lands were not required for agricultural purposes; when they were not in the way of white inhabitants; and when the greater portion of their country was an unexplored wilderness, the interior of which we were as ignorant as of the interior of China. We exhibit, in our present contest, the first instance, perhaps, since the commencement of authentic history, of a nation employing an army to explore a country (for we can do little more than explore it), or attempting to remove a hand of savages from one unexplored wilderness to another

a band of savages from one unexplored wilderness to another.

"As a soldier it is my duty, I am aware, not to comment upon the policy of the government, but to carry it out in accordance with my instructions. I have endeavored faithfully to do so; but the prospect of terminating the war, in any reasonable time, is anything but flattering. My decided opinion is, that unless immediate emigration be abandoned, the war will continue for years to come, and at constantly accumulating expense. Is it not then worthy the serious consideration of an enlightened government, whether, even if the wilderness we are traversing could be inhabited by the white man (which is not the fact) the object we are contending for would be worth

On March 17 Jesup received a curt and unequivocal disapproval of his proposal. The Secretary of War hinted that he was less than pleased with the results of Jesup's campaign, and urged him to end any further threat from the Indians by their prompt capture or destruction. After unsuccessfully attempting to advise the Indians of the decision, Jesup decided upon a course of action which, together with his action of the previous year in the capture of Osceola and his people, was to kindle a controversy and recriminations that raged for years. He felt that if the Indians, who had assembled under a flag of truce at Fort Jupiter, were allowed to return to the swamps there would be much suffering, and many lives lost in recapturing them. Accordingly, he ordered Colonel Twiggs and his Second Regiment of Dragoons to surround the Indian camp and take them all into custody. This capture was the largest made during the war.

Meanwhile, Colonel Taylor, recently promoted to Brevet Brigadier General, working his way down the eastern shore of Lake Okeechobee, captured Holatoochee together with forty warriors. Shortly thereafter, Alligator with eighty-eight Indians and twenty-seven Negroes surrendered at Fort Basinger.

By this time, there were probably no more than two hundred warriors left in south Florida, and they had moved deep into the Everglades and avoided direct confrontation with the troops The Battle of Loxahatchee proved to be the last major engagement of the war. As hostilities subsided in our area, troops were withdrawn to be mustered out of service or to be used in mop-up operations in other parts of the peninsula. On August 12, 1842, General William Worth, then Commander of troops in Florida, declared that the war was "officially" over.

Despite this pronouncement, guerrilla-type hostilities continued sporadically for the next fifteen years, until a substantial portion of the Indians had been removed and transported to Arkansas, either voluntarily or by force. By 1859 only a small number remained in Florida, probably no more than three hundred. These retreated to the remote areas of the Everglades, and were largely ignored as the Government became threatened by the rebellion of the Southern States. The few Seminoles

who remained in the Everglades eventually adapted to the unusual environment, and became the seed for the rebirth of a culture which today colors the character of our state.

By 1842, as a result of many years of fighting, the East Coast, south of St. Augustine, was virtually deserted except for the military. Large plantations were abandoned and lay in ruins. Although most Americans accepted the "official" termination of the war, Floridians were skeptical and believed that no peaceful settlement of the area was possible until every last Seminole had been captured and removed to Arkansas.

In an effort to encourage the resettlement of the area by armsbearing pioneers who would provide their own mutual protection rather than depending on the military, Congress passed the "Armed Occupation Act" in August, 1842. Basically, the Act provided that a settler could obtain title to one hundred sixty acres of land under the following conditions:

- 1. The land must be south of a line running roughly from just south of St. Augustine to just north of Cedar Key.
- 2. He must reside on the land for five years.
- 3. He must build a home and clear five acres for cultivation.
- 4. His land must not lie within two miles of a military post.

At first, it seemed that the Act might finally bring settlements to south Florida. The land office at St. Augustine issued three hundred and seventy permits for homesteaders to settle along the lower St. Johns valley from Palatka to Sanford, and south along the coast from New Smyrna to Biscayne Bay. In the latter area, there were four principal settlements: three small colonies in the Jupiter, Lake Worth, and Biscayne Bay areas, and the Indian River Colony centering in the vicinity of Ankona. The Indian River settlement, having some forty-six heads of families or single men, was, by far, the most important, and extended from the St. Lucie River north to the Sebastian River.

Movement into the Indian River Colony began late in 1843, and its auspicious beginning was duly reported in glowing accounts by the St. Augustine newspapers. It appeared that, some three hundred years after its discovery, our area would finally have a permanent settlement. Certainly the varied talents of the settlers augured well for the colony. Intellectuals, tradesmen, farmers, artisans of many types, seafarers, and even a physician and a lawyer were to be found in the roster of homesteaders.

After land had been cleared, houses built, and gardens planted, the settlers turned to the problem of meeting the common needs of the community. In February 1844, a meeting of settlers was convened by the physician, Dr. Moses Holbrook, for the purpose of organizing a civil government. Apparently the meeting was productive, and the first community government in our area became a reality. A crude legal system was established, and a Committee of Arbitration was formed to settle disputes among the colonists. J. S. Herman, Mills O. Burnham, and C. L.

Brayton were elected as the first committeemen.

A company of more than fifty volunteers was organized, as the St. Lucie Riflemen, to protect the community against Indian attack. Jacob M. Davis was elected Captain, and Mills Burnham and Charles Neimeyer were elected First and Second Lieutenants, respectively. Samuel H. Peck was appointed to look into the feasibility of erecting a church and procuring a minister. A committee was also appointed to see about importing new citrus stock, since the potential of the area for a profitable citrus industry was recognized. Late in 1843, the colony was designated as a U.S. Port of Entry, and a Customhouse was set up at the Indian River Inlet. By July 1844, the community had become sufficiently well organized to elect the first Board of County Commissioners for the newly organized St. Lucie County.

Since the cultivation of citrus required about ten years before profits could be expected, some settlers turned to other enterprises for their livelihood after they had planted their trees. Samuel H. Peck operated his schooner, the William Washington, as a passenger and freight carrier. Captain Mills O. Burnham, in addition to planting citrus, began the cultivation of pineapples for the commercial market, probably the first to do

so in this area.

Captain Burnham's greatest success, however, was his venture into the wholesale turtle business. There was an abundance of green turtles in the Indian River, and a profitable market for them in Charleston, where they were needed for export to England. The high mortality rate of the turtles during shipment to Charleston made it a risky venture. Captain Burnham purchased a schooner, the *Josephine*, and set about to deliver the turtles to the market, alive and in good condition. He went to great length to insure the survival of his cargo during the voyage, carefully tying their flippers and even providing each turtle with a small wooden pillow to rest its head upon, and bathing its eyes daily in salt water. So successful were his methods that he soon became the most prosperous settler in the community.

We are indebted to Professor William Henry Peck for many revealing vignettes of the character of some of the settlers, and their misadventures. Peck's father, Samuel H., for whom Peck's Lake was named, had been a banker and cotton factor in Augusta, Georgia. Apparently he fared badly in the Panic of 1837, and looked to the Indian River Colony as a means of recouping his fortunes. He became an influential member of the settlement, and, until his departure in 1845, was recognized as one of the leaders. Young Peck, after leaving the colony, went on to Harvard and eventually became a distinguished educator and author. Writing in the Titusville Florida Star in 1887, Professor Peck recalls vivid memories in the Indian River Colony as seen through the unsophisticated eyes of a fourteen-year-old boy. The anecdotes and personal descriptions are priceless relics of ordinary people which are seldom found in the usual chronicle of history. The following are some excerpts from Professor Peck's writings:

"Some of the pioneers had been persuaded and aided by the writer's father, Colonel Samuel H. Peck, banker and cotton merchant of Augusta, Georgia, to emi-

grate to St. Lucie Sound. With him in 1843 came four of his sons, Samuel, Henry, Ossian and LeRoy, the eldest not fifteen, the youngest about nine; several slaves and the following white employees:

"Daniel E. Bowen of Alabama; young, intelligent, very strong and tall and the best shot and most expert on the river, whose only duty was to supply the party with

"John Hutchinson of Georgia (for whom the island was named); short, slender, strong, active, ruddy and merry, a good carpenter and former stage driver.

"Gordon of Augusta; a carpenter, red-haired, red-bearded, short, broad, kindly

natured, rather indolent and afflicted with boils.

"Middleton of Savannah; quick and audacious, full of merriment, an excellent

sailor and carpenter, and a great practical joker.

"James Price of Liverpool, England; with a sea-battered and florid visage, curly yellow hair, and merry blue eyes, which laughed at one moment and flamed with rage the next, when the irrepressible Middleton was near him.

"Middleton, the practical joker, was accounted, by himself only, however, the most melodious singer of sea chanteys in all the world. In fact, however, his voice in melody was like the roaring of a bull with its tail caught in a fence. He could wield a fourteen-foot sweep better than any man on the river, and make ten times as much noise. Pugnacious as a gamecock, he usually was victor in his battles. Best of all, he was an excellent sail and mast-maker.

"Crazy Ned, or Swedish Ned was a sailor who excelled in net-making. He had fallen from a top-mast, shattering his right leg and losing a portion of his brains, leaving him a little flighty. His hurt leg having healed several inches shorter than the sound one, when he stepped forward with his right foot one expected to see him dive headlong at the earth; while the sound hip was hoisted upward like the poop of a highstern bum boat on a cresting wave. He was slight, pale and very irritable, especially when Middleton was near him.

Cobbet, a cobbler from Georgia, was shoemaker for the entire river and a very shabby workman. He had the reddest nose that ever failed to ignite gunpowder, the most detective nose at grog time of any toper ever known to the writer. If grog were about to be served to the workmen while Cobbet was a mile away in his hut, cobbling, he appeared to scent it and came with such swift and goat-like leaps that all hands would rush for their rifles, fancying that fifty war-painted Seminoles were at his heels.

"Charles Neimeyer, a German carpenter and cabinet maker of great skill, from New York City, was over six feet, powerfully framed, yellow hair and bearded, speaking broken English in a deep, sonorous voice, but kindly tempered, brave to his

very marrow, and adventurous by nature.

"Two consumptive gentlemen of Georgia also had accompanied Colonel Peck. One, George Walker, brought his wife, a most gentle lady, and their infant son. The other was Mr. Brayton. Both were so feeble that they were lowered from the schooner William Washington on mattresses. Mr. Walker soon died, buried in the piney woods not far from what is now called Ankona Bluff, then called Peck's Bluff, where the Colonel resided. Mr. Brayton settled soon afterward toward Fort Pierce and became hale and hearty, though it was said that he had only one lung.

"The Pecks' nearest neighbor southward was the late Mills O. Burnham (Grandfather of Captain Knight), his wife, two children, a girl and a boy; and his

mulatto slave, a very expert sailor and oarsman.

"Below Burnham living like a hermit, was Dr. Holbrook, a physician of great reputation while he lived in Charleston. He was a very old man in 1844, though

still erect and active. Though bald, he never wore a hat.

"It was said that many misfortunes had somewhat blighted his once brilliant mind. He died that year, buried near his palmetto cabin, with its hundreds of books, a portion of his Charleston library. He was the only physician on the river and never failed to respond to a call. His solace seemed to be his books and his flute, an eightkeyed instrument on which he was an artist.

"South of him were the Hermans, father and son, known as Old Phil and Young Phil. Both were powerful men remarkable for prominent and sun-burned Roman

"Old Phil was fond of blacksnakes, training them to frighten visitors. Waiting until conversation around his dinner table was lively, he would secretly scatter crumbs

of corn bread around the feet of his guests, then tap on the floor with his heel, a signal to the snake to dart through a hole immediately beneath the table, writhing over and around the feet of his visitors. This sudden onset of an eight-foot snake seldom failed to fill the soul of a guest with horror; and their fright delighted both Hermans.

"Old Phil Herman chanced to find a finely carved and painted stateroom door of some French packet on the beach. Hanging it on hinges at the portal of his palmetto cabin, he boasted: 'Now then by all the gods, the Hermans are aristocracy. They have a painted and carved front door if they haven't a framed house, glass windows and shutters like some folks!

The only framed, weather-boarded and painted house on the river was Colonel Peck's, which he had barged from Augusta to Savannah, there put aboard the William Washington and lightered ashore at Indian River in 1843. It was sold to Captain Burnham in 1845.

"Below the Hermans lived two Scotch sea captains, Grant and Boyd. Captain Grant was murdered by the Seminoles in the 1849 outbreak. Both were good indus-

"Captain William David lived somewhere below the Scots, a strong man, full of life and daring, bluff of speech and manner, frank and hearty and ever ready to do his best for his neighbors. An excellent seaman, he knew the coast from Key West to St.

"Manahan (who lived between Ankona and the Indian River Inlet) was Irish, a tailor by trade, a poet by nature and pen. He was a wiry, merry, imaginative, daring little man, devoted to his wife, much older than he. She was a Jewess who retained many evidences of youthful beauty, though now quite stout. Two beautiful daughters by her first marriage and a son, Anthony, by Manahan had come in the Peck party; also his apprentice lad, James Kelly, an Irish youth full of deviltry.

'Manahan so adored his wife that he wrote a poem to her every day of his life, delighting to read them aloud to any listener. No matter how perilous the adventure, he was ever in the front in volunteering, suggesting impossible methods of success,

and the last to despair of victory.

"Manahan had a huge and well-trained raccoon, which he called Aristophanes, and which always accompanied him in his only craft, a large box-shaped, single square-sailed lighter, a Noah's Ark without a roof. The many escapes of this great box when caught in furious squalls were miraculous. It always escaped, however, due, according to Manahan, to his matchless seamanship and the presence of the 'coon.

"As Aristophanes often bit and scratched the apprentice lad, Kelly, a fearful feud existed between the two. Kelly made many surreptitious attempts to destroy the 'coon, but it had as many and singular escapes from death as Captain Marryat's dog, Snarley-yow, until the opening of Gilbert's Bar, when it drowned.

"Captain Camfield was a grave and pious man, unlucky from the day of his arrival with his large family in the William Washington safely through the inlet on a November morning. Nearly all of the Camfields' household goods were lowered at once into a large lighter, in such a manner that the load was several feet higher than

"Urged by large sweeps and a square sail, the lighter moved toward Fort Pierce, the weather serene. But when nearly opposite Fort Pierce a furious squall swept over the barge, carrying everything and everyone overboard. The loss of the freight was great, but no-one was drowned, though Camfield floated ashore unconscious.

"He was revived quickly, and a small crowd, including ladies, gathered. Manahan, who justly boasted he could outswim a duck, had been aboard the lighter. He had kicked off every stitch of clothing before he gained the shore. Seeing the ladies, he dropped to his knees and began digging furiously in the moist sand, at the same time crying to the nearest men: On your lives and allegiance, men, suffer them not to approach til I be garbed as becometh a Christian.'
"The speed and completeness with which he covered all but his head and

shoulders in sand, and his horrible dread of the approaching women made a scene which never after could be mentioned without roars of laughter, and which still

excites a smile in the memory of the writer, a witness.

"Scarcely had he entombed himself than he fainted, less from exhaustion, probably, than from modesty. Brandy which he ever abhorred, was forced down his throat, and in less than ten minutes he was real drunk, telling all that he was the Czar of Russia and intended getting drunk every day of his life.

"After that day he was never known to taste spirits of any kind, always refusing with this exclamation: 'Death, sudden or slow, I prefer, rather than again to make an ass, an idiot, a fool, a beast of myself. I'll put no devil into these brilliant brains again.'

"Ossian Hart (who later became Governor of Florida) lived with his young bride near Indian River Inlet in what must have seemed to her a wild and lonesome locality, their home a two-room palmetto cabin on a point of shelly land that was almost an island. Yet they were a happy, devoted pair. He then was a tall, slender, graceful young man; a lawyer by profession, ambitious and popular.

"He excelled on the violin; and always among his listeners, thrusting their ugly snouts up and appearing to listen intently, were huge alligators. Why so young and gifted a man had selected such an abode for his fair and accomplished wife was ever

the marvel of the writer.

"Mr. Merrill was a gay, light-hearted and hospitable young bachelor, whose cabin was always open to friend and stranger. Jenkins also was a gay young bachelor, fond of going about with a broad leather belt to which was suspended a short, broadbladed, two-edged artillery sword, much like that with which the Romans conquered

"The Taylors, too, were gay young bachelors, and hard drinkers, industrious save when in possession of a chance-wrecked keg of brandy, such as in those days was to be found cast up on the beach. They came of an excellent and wealthy Maryland

family, but hated city life."

Although we have been describing the Indian River Colony as a community, we must not imagine it as a town with streets and neatly spaced dwellings as were found in the early settlements of New England. The very nature of the colony, consisting initially of a series of one hundred and sixty-acre land grants, along the narrow ridge between the Indian River and the savannas, each having frontage on the Indian River, resulted in a widely dispersed colony having no roads either within the colony or connected with other settlements. The Indian River was their Main Street, and the Inlet was their gateway to the rest of the world.

Early hopes that the settlement would attract large coastal vessels to bring supplies, and transport the produce of the colony to northern markets were over-optimistic. The predictable shoaling of the Inlet created a

hazard for deep draft vessels, and few attempted the passage.

During this period, the St. Lucie Inlet was closed and the large volume of fresh water emptying into the Indian River from the St. Lucie and other streams, created a brackish lagoon that became overgrown with grass and rushes. The rotting vegetation darkened the water, and gave off an obnoxious odor which the settlers feared might foster the spread of tropical diseases.

To overcome these problems, the settlers resolved to cut a passage between the river and the ocean in the narrowest portion of the island, where the Inlet was formerly located. They believed that, once open, the new inlet would permit tidal action to flush the fresh water from the river, returning it to its former level of salinity. Thus the unwanted grass and odor would be eliminated, and the return of shellfish and salt water fish would be encouraged. They also hoped that the surging action of the tides would deepen, widen, and keep open a navigable passage to the ocean.

In the summer of 1844, work was commenced. All able-bodied men assembled at the site selected and agreed to remain until the cut was completed. In this day of huge diesel-powered dredges and earth-moving equipment, their resources, consisting of picks, shovels, and hoes, seem puny. Yet they accomplished the task far more successfully than they had anticipated. The island, at the site selected for the cut, was about two hundred yards wide from river to ocean. Leaving a few feet of sand as a dike to block the entrance of the river into their excavation, they dug a ditch about six feet wide and six feet deep across the island to within a few feet of the ocean. That night, they pitched their tents alongside their ditch, satisfied with their progress and anticipating only about an hour's work the following day to remove the dikes, thus completing the project.

All day, the wind had been blowing steadily from the east. The workers realized that, if the wind shifted to the west, surging waves could quickly build up in the shallow river that would sweep aside their dike and into the ditch, imperiling their campsite on the banks. They felt secure, however, since their local weather prophet had predicted no change in the wind direction. For added security, they posted two men, in shifts, to guard the dike all night. Exhausted by their day's work, the workers were soon deep in a well-earned sleep.

As often happens, even to the best laid plans, fate intervened. Along toward morning the wind shifted and began to blow strongly from the northwest. The rising waves soon began to beat against the sand dike, dissolving the barrier and surging into the ditch. Sometime earlier, the guard, finding himself a comfortable spot from which to view the dike, had fallen asleep. Meanwhile, the river poured into the ditch in an increasing volume and eventually washed away the barrier on the ocean side.

Shortly before daybreak, Ossian Hart, awakened by the sound of rushing water, looked out and found his tent perched precariously on the edge of the rapidly crumbling bank of the ditch, which already had become fifty yards wide, and threatened to undermine and wash away the entire camp. He hurriedly wakened the others, and they were able to drag all their equipment to safety, except two tents which were washed into the sea.

By sunrise, the gap had become half a mile wide. The only casualty was Manahan's pet raccoon, Aristophanes, who had been chained to his master's tent and lost when it was washed to sea. The inlet remained open for several years, and, although it never did provide a passage for deep draft vessels, it did improve the quality of the Indian River environment.

Although the Indian River Armed Occupation Colony settlers were not lacking in industry or enthusiasm, they fared poorly from an economic standpoint. It would be many years before the citrus trees they had set out would be bearing fruit. There was no market, within feasible range of available transportation, for short term crops such as vegetables or native tropical fruits. Since the planters had no mature cash-producing crops, they had no money to pay the tradesmen and artisans who had settled in the area. Life became a hand-to-mouth existence with the subsistence of most settlers dependent on what they could grow on their land, supplemented by fruits, game, and seafood.

Many gave up the struggle and abandoned their claims. Samuel Peck

had been able to support his citrus plantation awaiting maturity by his coastwise freight and passenger business. In 1844, however, his schooner grounded in the Indian River and ended up as a salvage prize of a Key West wrecker. Peck was unable to raise the necessary funds to redeem the schooner, and in 1845, abandoned his homestead and returned to Georgia. By 1847, the settlement, that had begun with so much promise and enthusiasm, had been reduced to only twenty-four males over eighteen. Nine of these were slaves.

The final blow which sealed the fate of the Indian River Colony, came in July 1849. A storekeeper named Barker, who lived near the Sebastian River, was killed and mutilated by Indians. The Deputy Custom Collector for the settlement was also shot, in the arm. Lurid and exaggerated news accounts of the incident convinced the settlers that a general Seminole uprising was imminent and they hastily abandoned their homesteads, and fled to St. Augustine.

A volunteer force was organized at St. Augustine to pursue the Indians, and Governor Mosely called the state militia to active duty. Later it was determined that the attack was carried out by four or five Seminole outlaws, whose acts were disavowed by the tribe. The crisis was finally averted on October 17, 1849, when Chief Billy Bowlegs delivered three of the murderers and the "hand of the fourth" to authorities at Tampa Bay. Few settlers returned to their abandoned homes, and the Indian River Colony became only a page in history. In 1856, an Army report showed a total of eight families living on the east coast area, extending for one hundred and ninety miles north of the Miami River.

A poignant footnote to the history of the Armed Occupation Colonies is contained in the following news item from an 1883 issue of the *Jacksonville Times-Union*: "In the scrub back of Indian River Narrows near Jupiter are the remains of a settlers outfit, wagon, pots, crockery, etc. They have been there many years and probably mark a tragic spot. Not unlikely, they were owned by settlers under the Armed Occupation Act."

As the territorial days of Florida came to a close, our first permanent settlement was still many years in the future, although the stage was being set. Interior lands had been extensively explored and mapped by the military; the remnants of some military roads and trails remained as guideposts through previously inaccessible areas; and political leaders and citizens had become aware of the potential of our area for lucrative economic exploration.

In a little more than thirty years, the first trickle of migrants would arrive, their numbers swelling to a torrent in our time, until the very values the migrants sought would be threatened.

EARLY STATEHOOD – 1845-1880

It was not long after Florida became a Territory of the United States that many of the settlers, quite predictably, began to aspire for statehood for the Territory. Sentiment mounted rapidly, some in favor of statehood and others opposed. Many believed the Territory should be divided into two separate states, East and West Florida. Some even advocated that West Florida be annexed to Alabama. Underlying all considerations of statehood was the effect on the balance of federal power between slave states and non-slave states. So divided were Floridians in their feelings about statehood, that it is surprising the Congress even considered the proposal; yet on March 3, 1845, just one day before leaving office, President John Tyler signed into law a bill enacted by Congress making Florida the twenty-seventh State in the Union.

The population of the new state was small, numbering 35,500 whites, 33,950 slaves, and 560 free Negroes, mostly in the northern part. During the early years of statehood, the government was uncomplicated and unsophisticated, and economy was a practiced principle rather than a politician's campaign promise. In striking contrast to the multi-million-dollar budgets of today, the average annual cost of the Florida government during its first ten years of statehood amounted to only \$76,420, or about \$2.00 per capita of non-slave population. The paucity of funds in the public treasury was no deterrent to political activity, however, as Floridians became deeply embroiled in the great national issues of slavery and states' rights.

Cotton growing expanded rapidly in the northern and western portions of the state, and sugarcane plantations were established in the vicinity of Bradenton. As agriculture expanded in the interior lands, planters pressed for a railroad to provide transportation to deep-water ports from which their produce could be shipped to northern markets. By 1861, two railroads were in operation across Florida: the Florida Railroad, from Fernandina to Cedar Key, and the Jacksonville-Alligator (Lake City) Railroad, which was intended to reach Pensacola eventually. As yet, there was no railroad connection to the states north of Florida, and interstate commerce depended entirely on overwater transportation. This proved to be a serious handicap when the Union blockade of the Florida coastline virtually isolated the state from the rest of the Confederacy.

While plantations and towns spread across the northern part of Florida, linked with each coast by railroad, our area remained uninhabited save for a few small army posts and an occasional lone settler, whose isolation left his presence largely unrecorded. In contrast, there was much activity in the sea lanes off our shores, as ships carrying the produce of the fertile Mississippi basin and the Caribbean countries funneled through the narrow straits between Florida and the Bahamas in everincreasing numbers.

Since the time of its discovery, the coast of Florida had been the ruin of many a seaman. There were few harbors to provide refuge from the sudden and violent storms that frequently struck with little warning. Those harbors that did exist could be entered only by a passage that was precarious even in fair weather. The low, even profile of the coast pre-

sented few distinctive landmarks to aid the navigator in determining his position. This was especially important since our shoreline was usually the first landfall made by ships approaching from the open ocean to the north, after passing Cape Hatteras. From this point, south-bound mariners hugged the coast to take advantage of the two- or three-knot counter-Gulf Stream and avoid breasting the six- or seven-knot Gulf Stream current which flowed northward from two to ten miles offshore, as it poured through the Bahama Channel. In an era when loran, radar, and fathometers were still far in the future, the need for a known, easily identified landmark in this area was desirable to assist navigators in obtaining an accurate fix on their position before skirting the reefs and shoals to the south.

The need for a navigational aid was finally recognized by Congress in 1853, when it appropriated \$35,000 for the construction of a lighthouse at Jupiter Inlet. At the time, Jupiter was a wilderness, uninhabited except for a small detachment of artillery stationed at Fort Jupiter. When construction was begun, in 1855, it had been planned to transport the heavy supplies and equipment to the site through Jupiter Inlet. The plan had to be changed when it was discovered that the Inlet had closed and could not be re-opened, despite the efforts of soldiers from Fort Jupiter to dig a channel through the dunes.

The material was finally delivered by deep-draft vessels to the Indian River Inlet near Fort Pierce. From that point it was loaded on small, shallow-draft barges and towed down the Indian River through the tortuous, mangrove-choked channels of the Jupiter Narrows, to the construction site. The difficulties encountered in transporting the materials by this route, together with the harassment by hostile Indians, was almost beyond endurance. The lighthouse was not completed until 1859, and even then at a cost twice the original estimate. The structure, built of red brick, was actually two towers, one within the other, with a two-foot air space separating them. It was of heavy, fireproof, and bulletproof construction with doors and stairs made of cast iron. The site selected was ideal, with an elevation of forty-six feet, and protected from shoreline erosion by a barrier island.

On July 10, 1860, the light was put into operation; but not for long. With the commencement of the Civil War in April, 1861, the mechanism of the light was dismantled and the beacon remained dark until peace returned in 1865. For many years after the war, Jupiter Light guided an increasing flow of shipping through the Bahama Channel. Graceful sailing ships of every size and description gave way to ever-larger and faster steamers, yet the lighthouse continued to serve its original function unchanged. It was not until after World War II that technology caught up with the old mariner's landmark. Today, the radio beacon, from the nearby Coast Guard Loran Station, reaches out over the ocean, far beyond the visual range of Jupiter Light, and provides navigators with their precise location in any kind of weather. For all the miracles of modern science, the old lighthouse is still a welcome sight to the pilot of many a small craft, lacking

sophisticated electronic gear, and making a landfall by dead reckoning.

The relatively few Seminoles remaining in the state after 1850, continued to be a thorn in the side of Floridians. Repeated demands for their removal were made to the President and other federal officials. After several fumbling attempts to find a solution, a course of action was finally decided upon. Essentially, the new strategy consisted of methodic encroachment of Indian territory by surveying and mapping teams, and by the frequent movement of army patrols throughout the area. Finally, by cutting off all trade with the Indians it was hoped that they would be agreeable to peaceful relocation when their supply of ammunition became exhausted. Late in 1854, preparations were made to carry out the plan.

Once again, our area became involved in military activities as Fort McRae, which had been built by Taylor in 1838, and later abandoned, was rebuilt to serve as a base for patrols working south to New River. The old military trail between Fort McRae and Fort Jupiter was remapped, and became an important link in the route extending west to Fort Myers. Sporadic encounters occurred, one of which took place early in 1857, south of Fort McRae, when Capt. W. Stevens managed to ambush a large

party of Indians.

Military operations were not successful in rounding up many Seminoles, until a system was established whereby specially selected troops were organized and paid a bounty for each live Indian delivered. The final chapter in the relocation of the Seminoles, took place early in 1858, when the wily old Chieftain Billy Bowlegs finally succumbed to monetary inducements offered and agreed to relocation to Arkansas. On May 4, 1858, Billy Bowlegs and one hundred and sixty-five of his people left Florida for their new home. Left behind in the Everglades were only an estimated one hundred Seminoles under the leadership of the patriarch, Sam Jones. Thus ended, without a treaty of peace, a war that had begun more than forty years earlier.

As the tension of the war years diminished, soldiers became more relaxed and increasingly observant of the peculiarities of the regions traversed. One such soldier, Andrew P. Canova, provides us with a rare description of long-since departed inhabitants of the St. Lucie River, as he saw them in 1858. By that time, the St. Lucie Inlet, which had been opened by the Indian River colonists in 1844, had reclosed, and a thick growth of manatee grass had returned to the Indian River and the St. Lucie

River, as the water freshened.

Canova's description follows:

"The St. Lucie River is one of the shortest in the State, if not in Florida, being only 10 miles in length. It is, however, scarcely a separate, clearly defined river, and some contend that it is merely a part of the Indian River. A small stream is formed from the water that oozes from the Halpatteoka Flats, and broadens and deepens until it is navigable for small boats. When it reaches St. Lucie Bay it is quite a respectable size.

"There is something peculiar about this stream. Along its banks plants are found which are sought in vain elsewhere. The Indians regard it with mysterious awe,

so that it might with propriety be called the Ganges of the Seminoles. But the characteristic which gives it such importance in the eye of the hunter is that here the rare manatee is to be found. These animals were once quite abundant in many parts of the extreme South, but I think I can with propriety assert that the St. Lucie River is the only place where the manatee can be looked for with any degree of certainty. The high prices paid for these rare animals induce many people in this region to hunt them, and it was my good fortune once to be present at the capture of a large one.

"Perhaps it would be better to give a description of the manatee before we proceed to tell how they are caught. It is a difficult task, for we have here to deal with a creature whose like is not to be found anywhere. A more awkward, helpless and curious creature than a manatee, when landed, I never saw. The head is broad and the eyes are completely hidden by heavy folds of skin. The mouth is shaped much like that of a cow, in every way but the teeth. These are so long and sharp that one might at first be led to believe that they belonged to a carnivorous animal. The sea cow, nevertheless, is a strict vegetarian, it eats nothing but aquatic plants. It has been asserted that its only food is the manatee grass which grows in immense quantities in the St. Lucie River. This grass has large broad blades, and is found in eight or ten feet of water growing on the bottom and extending to the surface.

"A full grown manatee should weigh about 1200 lbs., although one monster was captured many years ago, which weighed 1500. Such a one would be 12 ft. in length and have a girth of 4 ft. They are provided with flippers about 10 in. in length and a large fan-tail, similar to a porpoise. The skin is black and sparsely covered with short, black hair. They move with considerable rapidity through water and, although a most clumsy looking animal when on land, they understand very well how to conduct them-

selves in their native element.

"They possess the most acute hearing of all animals. So delicate and perfect is this sense in the manatee that the sound of an oar, no matter how carefully handled, will alarm them at a distance of half a mile. It is a common habit, in Key West, in speaking of a man whose hearing is acute, to say that he hears like a manatee. This is a wise dispensation of Providence, for the manatee is lacking in almost every ordinary means of self-defense. When caught they never attempt to bite, and cannot in any way resent the indignities offered by their captors.

"I tasted the flesh once, and shall never forget it. The fattest, juiciest Tennessee beef is by no means equal to it and I doubt if there is anything in the animal kingdom that is so entirely delicious. One of them that was stranded on the beach near St. Lucie Bay was found by some hunters who killed it, and that was the time I found an

opportunity to taste the flavor of the flesh."

The Civil War years provided little of importance to record in the history of our area. While many events of historic importance occurred to the north and south of us, the absence of any needed economic resource and the inhospitable terrain made it of little interest to either belligerent, although blockade runners found haven from Union patrol ships in our protected coastal and inland waterways. As the war ended, the Confederate President, Jefferson Davis, and his Cabinet attempted to flee the country. When Davis and his Postmaster-General, John H. Reagan, were captured by Union troops on May 10, 1865, the rest of the Cabinet separated, each man for himself.

General John C. Breckinridge, the Confederate Secretary of War, together with several loyal military aides, proceeded south into Florida. Using a small ship's longboat the party moved southward on the St. Johns River to Lake Harney. From the lake, they dragged their boat overland to the Indian River, at a point just north of Titusville. Continuing south, along the Indian River, they briefly crossed to the ocean in an attempt to escape the pitiless hordes of mosquitoes. Apparently their fear of discovery, by

patrolling Federal gunboats, overcame their aversion to the mosquitoes and they soon returned to the river. Continuing south, past the St. Lucie, they struggled through the mangrove swamps of Jupiter Narrows, and reached Jupiter Inlet on June 4. Crossing the ocean, they eventually reached Cuba on June 11. There is no record of where the party stopped each night; however, it seems likely that they camped at least one or two nights between Fort Pierce and Jupiter. In later years, if memories of our beautiful waterways became dim, it is certain that the torment inflicted by our abundant mosquito population was never forgotten. As one man remarked on reaching Jupiter, they had been "punctured and bled for the past two weeks."

Throughout the history of this country, the transport of mail in frontier areas has been accomplished by many and varied methods. The romance and high adventure of the stagecoach mail routes and the Pony Express were legendary. The most unique, however, though least well known, was probably the "Barefoot Mailman" route, along the east coast of Florida. In the years just prior to the Civil War the need for a regularly scheduled mail service increased. A line of military posts extended, at intervals, from St. Augustine to Fort Dallas on Biscayne Bay. Scattered along the coast, also, were isolated plantations, and a few embryo settle-

ments near some of the army posts.

Roads did not exist, and the many rivers, swamps, and ocean inlets, plus the lack of suitable forage, made travel by horse impractical, either on the mainland or on the beaches of the barrier islands. The occasional, and usually unscheduled, visits of supply and trade boats provided the only means of communicating with the outside world. The small volume of trade did not justify a more frequent and regular service. Under the circumstances, the only logical solution was to have the mail carried by

a man walking along the beaches.

The early days of the "Barefoot Mailman" are obscure, and the names of many of the carriers have long been forgotten. It is known that "Long John Holman" carried the mail over the beaches between St. Augustine and Fort Dallas, beginning around 1845. The first carriers covered the entire route, taking perhaps a month to make the round trip. Walking barefoot, along the firm sand at the water's edge, they often traveled at night to avoid the heat of the day and possible encounters with hostile Indians. When their route crossed inlets or other waterways, they used small boats or rafts, which they hid in the underbrush for use on their return trip. Rest stops were made wherever some natural protection from the elements could be found. Two caves near Lake Worth, are known to have been used by Holman for this purpose. Today the caves have been almost demolished by road-building.

With the passing years, coastal settlements spread slowly southward and traffic along the coast increased both by water and by crude roads. Gradually, segments of the "Barefoot Mailman"'s route were farmed out to hack lines or trading boats under contract to provide regular service. It is

not known when the "Barefoot" route over Hutchinson and Jupiter Islands was discontinued. However, shortly after the railroad reached Titusville, a contract was awarded to a newly organized Indian River Steamboat Company which called for the delivery of mail, between Melbourne and Jupiter, three times weekly. The last segment of the "Barefoot" route, between Hypoluxo and Miami, remained in service until about 1890, when the contract was given to a hack line operating over a route through the woods from Lantana.

In the years immediately following the Civil War, many ruined and impoverished planters drifted southward into Florida seeking to escape the Reconstruction turmoil. None reached our area, and the coastline from Cape Canaveral to Cape Florida was still an empty wilderness. Shipwrecked mariners had little chance of survival, even if they reached shore safely. In October 1873, a ship was wrecked between Biscayne Bay and New River and the crew managed to reach Biscayne Bay, but only after many days of great suffering. The story was picked up by a New York newspaper, and the resultant publicity moved the Life-Saving Service to request funds for the construction of five Houses of Refuge, at intervals along the lower East Coast. Our House of Refuge on Hutchinson Island, the second to be constructed, was completed in 1876. This station and its succession of Keepers were to be an important part of the small community which would shortly take root on the banks of the St. Lucie River.

Through the years, the Keepers faithfully recorded, in longhand, in the Station Log their observations of weather and sea conditions and appended "Wreck Report" when indicated. For the most part, these were brief and factual, the product of men who had little time for paperwork. In contrast to most, however, the "Wreck Reports" written by Keeper Samuel Bunker are vivid narratives that almost make the reader an eyewitness to the action. One such report describes the loss of the J. H. Lane, a seventeen-year-old 392-ton brigantine from Searsport, Maine. Early in April, 1886, the ship left Matanzas, Cuba, bound for Philadelphia, with a cargo of molasses. She carried a crew of eight men listed as follows:

Alonzo Shute, Captain - Belfast, Maine Fred A. Shute, 1st Mate - Belfast, Maine Henry Whitlock, Steward - Portland, Maine August Fuhrman, 2nd Mate - Hamburg, Germany Atum Kessel – Germany Frederick Jones - Liverpool, England John Martin Jakobson – Norway John Ahlskoy - Finland

All were saved except the steward, Henry Whitlock.

Headed north, and close to the coast of Florida, the J. H. Lane encountered a severe northeast storm during the morning of April 16. As the intensity of the storm increased, the ship could no longer make headway and was driven toward the shore. She finally dropped anchor some distance off shore, to avoid stranding. At seven o'clock the following morning, she was discovered, at anchor, by Keeper Bunker. Here, in part, is his report:

"The brig J. H. Lane of Searsport, Maine from Matanzas to Philadelphia, with a cargo of molasses, was driven on the coast and obliged to anchor $5\frac{1}{2}$ miles S.S.E. of this station on the evening of the 16th of April, 1886 during a severe storm from the eastward. The Keeper of the Station discovered her at seven o'clock the next morning, and immediately went down the beach until until arriving opposite the brig, he saw that although pitching heavily, she was all right, as long as the cable held, having good holding ground. At 1:30 A.M. April 19th the bridge cable parted and she stranded on a reef ¼ mile from shore. The Keeper discovered her condition at 9 o'clock the next morning, during a slight cessation of the rain and, accompanied by H. I. Hawley and Chas. Wolf started immediately for the scene of the disaster arriving opposite the wreck about 11 o'clock. They found that the vessel had listed well over to windward and lay quartering to the waves that washed clear over her decks. At 1 P.M. the Keeper and assistants saw that the men on board the vessel were attempting to launch a small boat, which after about an hour's hard work they succeeded in doing successfully, and all managed to get into the boat without accident, but they had no sooner cast off from the vessel when the current, which set very strong to the southard, whirled the stern of the boat around and drifted her past the stem of the vessel, a huge wave from the starboard side of the vessel caught the boat broadside on and she immediately capsized throwing the men in every direction. They all succeeded in regaining the boat that was bottom side up and were enabled to hold on to her by means of the life lines that by the Captain's foresight had been fastened securely around her at bow and stern One man gave out soon after leaving the vessel and was drowned. The others clung to her with desperate energy. A breaker would now and then sweep over them with such resistless force that they would be torn from the boat, but they would bravely swim back to her again. It was indeed a battle for life, and the Keeper and his assistants watched them with almost breathless interest expecting every moment to see the struggle ended, but they held on until, after having floated two miles south of the wreck and had been struggling in the water for nearly two hours, they at last neared the shore. The Keeper, having one end of the line fastened to him, the other end held by the two men above mentioned, rushed into the surf and catching hold of one of the half-drowned men, shouted to his assistants to haul ashore, just as a tremendous wave broke over them. There was a desperate struggle for a few moments but they were pulled ashore in safety. In this manner all were at last saved and taken over the bank to shelter them from the pitiless wind that still blew with great violence.

"Cold, wet, some hardly able to stand on their feet, it seemed hardly possible that they would be able to reach the station, seven and a half miles distant, and the nearest shelter from the rain that at intervals would pour down on the already chilled

The Keeper after having given them each a drink of brandy from a flask that he had fortunately put into his pocket when leaving the station, started the men upon their long tedious journey. After assisting the Captain to within one and one-half miles of the Station, the Keeper went back two miles after his son, who had sunk exhausted on the beach and by half carrying, half leading and stopping to rest every few steps at last reached the Station arriving at 2 A.M. and having been nine hours in making a distance of seven and one-half miles. A good fire and hot coffee soon made the shipwrecked men feel better and the Keeper and his assistants were glad enough when they could at last get a little sleep.

"Too much praise cannot be given to the two men who assisted the Keeper in

rescuing and helping the crew of the ill-fated brig to the Station.

The shipwrecked men felt pretty well the next morning with the exception of one man who had difficulty breathing. A mustard plaster applied to his chest by the

"About ten o'clock the Keeper, Captain and some of his crew, took a sailboat and sailed down the river until they arrived opposite the wreck. When crossing over the land that lay between the river and ocean, the first sight that their eyes rested upon was the beach, covered for miles with debris. The brig had broken up during the night and everything was piled, twisted and mixed up together in inextricable confusion.

Keeper Bunker had placed the point where the crew reached the beach as being seven-and-a-half miles south of the House of Refuge. This would be on Jupiter Island about two miles north of the Bridge Road beach, the wreck being two miles further north. The St. Lucie Inlet was closed at the time the wreck occurred, and an unbroken beach extended from Fort Pierce to Jupiter Inlet. The ordeal of Keeper Bunker, his two assistants, and the crew of the J. H. Lane, as they painfully made their way up the seven-and-one-half miles of exposed beach in pitch darkness and in the face of a raging northeast gale, must have been almost beyond endurance, especially after having spent most of the day in a life or death struggle against the sea. Truly, a local epic!

Keeper Bunker's report stirs a whimsical recollection of the past when he describes the efficacious application of a mustard plaster for the relief of one man who had difficulty breathing. Whether mustard plasters were a standard item in the medicine chest of the House of Refuge or whether it just happened to be a favorite home remedy, Keeper Bunker obviously regarded the remedy with considerable respect. On January 18, 1887, the crew of the Outing, a small sloop out of New York, was rescued by Keeper Bunker following the stranding of the ship just north of the House of Refuge. His report of the wreck contains the following item of clinical interest: "The Captain's lungs troubled him considerably toward evening, he having swallowed considerable salt water in swimming through the surf from the stranded boat to shore. I applied a mustard plaster to his chest, which soon gave him relief." In many respects, life was much simpler in those days.

Captain Shute and the crew of the I. H. Lane remained at the House of Refuge for six days. The record does not show how they left the station or where they went. They may have arranged passage on an itinerant trade boat, or may have been transported to Fort Pierce or Titusville by the Gardner brothers in their steam launch. These brothers had a farm about two-and-a-half miles north of the House of Refuge, at Joe's Point, where they raised beans, and occasionally were called upon by Keepers, when assistance was needed.

Although not strictly a part of local history, it seems appropriate to include a brief description of the ship whose remains are buried in the shoals off Jupiter Island, and the seafarers who unintentionally visited our area almost ninety years ago. Beginning early in the 1800s, shipbuilding became an increasingly significant industry in the coastal towns of Maine. By 1845, almost every community near the water had at least one or more shipyards busy turning out everything from majestic clippers and "downeasters" for the California and Far East trade, to the sturdy and reliable "coasters" for the coastal and West Indian trade.

The J. H. Lane was a "coaster" built in the shipyard of Benjamin F. Carver at Searsport, Maine, in 1869. She was a two-masted vessel rigged as a brigantine, the foremast carrying square sails. She displaced 392 tons, was 134 feet long, 29 feet wide and drew 15 feet of water. We know little of her history after launching. However, judging from her cargo and port of departure at the time of her wreck, it seems likely that she was one of the "Molasses Brigs" so numerous in those years. These ships, mostly Maine-built and captained by Maine shipmasters, carried lumber, sugar boxes, hogsheads, and tierces from Maine to Cuba, where they loaded a cargo of molasses and raw sugar for the refineries and distilleries of east coast cities. By 1870, a significant portion of the shipping traffic just off the shores of our area consisted of Maine "Molasses Brigs."

At the time of her loss, there were no Americans in the forecastle crew of the *J. H. Lane*. This was characteristic of most American ships at the time: American officers, and foreign seamen. Sailors were paid off at the end of each voyage. When the ship was ready to sail again, a new crew was recruited, usually by "crimps," from local boardinghouses and taverns. Under the circumstances, the first few days at sea were always difficult, as the captain and his officers tried to work their ship with a half-drunken and groggy crew. This usually required considerable direct action by the officers.

In later years, local residents of Searsport and Belfast remembered Captain Shute's departures from port with considerable amusement. After casting off, the Captain would remove his shore clothes and carry on about the ship wearing long-handled red flannel underwear. He had a powerful voice, and a choice vocabulary when the occasion warranted. It was said that he could be seen and heard, kicking and bullying his crew into making sail and stowing gear, until the ship passed out of sight and headed for the open sea.

Captain Shute, a resident of Belfast, Maine, was a descendant of one of the early Provincial Governors of Massachusetts. He was typical of an era when a substantial portion of American shipmasters were natives of Maine. All coastal towns had their share of captains, often several in one family. The small town of Searsport counted seventy-seven active shipmasters in 1889. Captain Shute's father, William, had been a ship's master for many years, and commanded a total of fourteen ships during his lifetime. His six sons, Franklin, Alonzo, Darius, Leander, Daniel, and Harford, were all sea captains and lived in the Belfast-Searsport area.

Alonzo Shute assumed command of the *J. H. Lane* sometime in 1876. It seems he took a brief respite from the sea in 1884, when a well-known Searsport captain, William Richardson Gilkey, made one or more voyages on the *J. H. Lane*. Sometime before the last fateful voyage, Captain Shute returned to the ship and took his twenty-four-year-old son as First Mate. He was not the first Shute to sail the ship, since his brother, Franklin, was her first master after her launching. As captains often did in those days, Captain Alonzo Shute purchased a part ownership of the vessel. At the time of her loss, the *J. H. Lane* was valued at \$16,000. The cargo valued at \$13,640, was fully covered by insurance, and was considered a total loss.

After returning to Maine, son Fred had apparently had enough of the sea and moved to San Gabriel, California, where he died in 1909. Captain

Shute continued to follow the sea for many years, making voyages to Europe and China. His granddaughter, Mrs. Vesta Shute Whitemore, eighty-five years old in 1974, remembers hearing, as a child, the tales her grandfather told of his voyages and of the earlier shipwreck. Both the captain and his son were very deaf when they returned to Belfast, as a result of the pounding of the surf during their struggle to the shore, an affliction that remained for the rest of their lives.

A number of mementos of Captain Shute have been preserved by a grandson, Donald Shute, of Belfast, and a great-grandson, Malcolm C. Shute, of Connecticut. These include a pencil sketch of the *J. H. Lane* (see photo section), the original six-foot half-hull which was used to lay up the moulds during the construction of the ship, and many charts containing penciled navigation notes which were used by Captain Shute during his voyages to the Far East.

Shortly before reaching the age of seventy, Captain Shute retired from the sea. Prior to his death, he made one final voyage and a hair-raising one, at that. A cargo of dynamite was offered for shipment to Cuba, but no shipmaster was willing to accept the consignment. When approached, Alonzo agreed to make the risky voyage if a ship could be found for that purpose. Since no shipowner would make his vessel available, an old boat that had been beached and abandoned for many years was refloated and patched up with the hope that it would hold together long enough to make the one-way passage. After putting to sea, the seams of the old hull opened and she began taking water rapidly. They doggedly continued, however, and, as Captain Shute later said, "they pumped their way to Cuba."

The old captain died April 12, 1906, and is buried in his home town. The J. H. Lane was but one of the many ships wrecked on our shores. The stories of these ships and the men who sailed them are probably long forgotten, yet, if known, would be a fascinating sidelight on our local history.

Early keepers of the House of Refuge must have had a lonely existence, since their nearest neighbors were at Jupiter; but it would not be long before the first settlers began arriving on the mainland. Even before the House of Refuge was built, Captain Hannibal Pierce, a native of Maine and a romantic adventurer before his marriage, settled with his family in a deserted cabin at the site of the abandoned Indian River colony at Ankona. They did not remain long, since they lost all their possessions in a disastrous fire, and shortly thereafter, in 1872, moved to Jupiter, when Captain Pierce became Assistant Keeper of the lighthouse.

We know little about the first settler in what is now Martin County, other than his name, and a few stories that were passed along by old-timers. Frank Prescott and his wife arrived here in 1878 and settled on a high cabbage palm hammock some eleven and one half miles southwest of Stuart. They had traveled through the wilderness over the remnants of the old military trail, bringing their household goods in a wagon drawn by oxen, as well as assorted cattle, ponies, pigs, chickens, and dogs. Isolated as they

were, the Prescotts literally lived off the land, sheltered by their palmthatched cabin and nourished by fish, game, wild fruit, and the produce of their truck garden. In later years, Prescott occasionally visited the small settlement that was to become Stuart, to trade venison for salt, flour, and coffee. No one knew the Prescotts well, and when they packed up and left one day, no one knew why or where they went. It was as much of a mystery as where they came from and why they settled here.

Recognition of our waterways as a sportfisherman's paradise came even before our first settlers arrived. In January, 1879, Dr. James A. Henshall visited our area and described it in a book, Camping and Cruising in Florida. Fish were more abundant then than they are now and Dr.

Henshall notes,

"The black bass fishing in the South Branch was really too much of a good thing. On favorable days, even with the artificial fly, one soon tired of the sport, for it required no skill whatever to lure them from the dark but clear water. Those caught averaged 4 lbs. and the largest I took with the fly weighed 9 lbs., although I saw some heavier ones." He further stated, "The black bass fishing of the St. Lucie cannot be surpassed by any place in Florida or for that matter in the United States." Dr. Henshall's party "sailed up the river to the main fork where it divides into a north and south branch, called North and South Halpatioke Rivers. We camped on a burn in the open pinewoods at the confluence of the two streams. In this secluded spot we found game in abundance." Their campsite, inhabited by alligators and clouds of roseate spoonbills, was the location of present day Stuart.

Dr. Henshall tells of stopping off at Hutchinson Island, opposite Jensen Beach, to visit "Old Cuba," a refugee from Cuba who lived in a small palmetto hut. He describes "Old Cuba" as follows: "He was a little dried up fellow about 5 ft. high with a machete half as long as himself hanging to his belt, and is the only settler between Ft. Pierce and Jupiter Inlet." Two years later, when he revisited the area, he found that "Old Cuba" had drowned and a shark had bitten off his head. This was not the same hermit described by others as "Portuguese Joe," and for whom Joe's

Point and Joe's Cove on Hutchinson Island are named.

About 1880, the first settlers began to arrive in what is now Martin County. One would expect that establishing accurate dates of arrival for each early settler family would present no problem, since less than one hundred years have elapsed. Quite the contrary is true. Public records, newspaper accounts, family records, and the recollections of "old-timers" frequently disagree. Sometimes even the accounts of members of the same early settler family differ, each having "convincing" evidence to support his contention. Without attempting to fix any accurate date, as a true historian should, it seems safe to state that the first settlers in our area, arriving between 1878 and 1882, were Captain Thomas E. Richards, Captain R. D. Hoke, Hubert W. Bessey and his brother Willis, Dr. William H. Baker, and John L. Jensen.

Hoke and Richards came to the Indian River area, probably in 1878, and settled in the vicinity of what is now known as Eden. Hoke was single at the time, while Richards was married and had several children. Apparently Richards brought his older children with him to Florida, leaving his wife at home, probably, with the younger ones. After setting up living quarters, no doubt in a palmetto cabin, and clearing the land, they

began the cultivation of pineapples.

Although pineapples had been grown at Ankona some thirty-five years earlier by Mills Burnham, the plantation had been abandoned with the demise of the Indian River Colony. The success of Richards's crop – which "grew like wildfire," on the sandy ridge along the Indian River - led later settlers to plant their fields in "pines." For the next thirty years, the cultivation of pineapples was the principal activity for the young settlement, attracting an increasing number of farmers who, in turn, were followed by field hands, tradesmen, craftsmen, and professionals. Had it not been for Hoke and Richards and their pineapples, Stuart might have been only empty land waiting for "development" in the great 1925 boom period.

Sometime in 1880, after the fields had been prepared, Richards sailed for Key West to obtain pineapple slips for planting, leaving behind, at Eden, his daughter Lucy (later Mrs. LeTourneau) with two or more of the boys. In the following remarkable letter, written to her mother during this time, Lucy provides us with a glimpse of pioneer life on the Indian River, and the matter-of-fact manner in which the settlers treated hardship:

We have no idea of the date. Somehow we lost count, and we do not even know when Sunday comes; but when the mail boat gets here John Capron will tell us. We

have had a hard time ever since the storm.

"Father and Clint got of at last for the keys. They hated to leave us so short of grub, but to go to Titusville meant a week at least. The wind is nearly always ahead coming back and the night winds are very light. We had nothing but Indian pumpkins, flour, sugar and very little fat, but we told them to go on and we would get along, and they surely would be back in a week or ten days and would bring everything

We got along very well at first. I would boil the pumpkins and then mash them and fry them in cakes, and I'd make flapjacks with the flour, for our baking powder had given out and father showed me how to use soda or lemon or sour orange juice, one orange or lemon to a level spoonful of soda. So we had pretty good living at first, but the grease gave out and I had to put the pumpkin cakes and fritters on the dry griddle and sort of bake them. The coffee, meanwhile, was getting lower. I would put a teaspoonful of coffee in the pot with the old grounds, and, as the boys said 'Let'er bile.' Finally there was no more coffee and I boiled up the grounds until there was no taste left, and we had to come down to plain water.

"Every day one of the boys would go hunting and the others would fish but, while the fish were plentiful, they would not bite. They were not as hungry as we were, and never an animal showed up. We were getting in a pretty desperate fix, and as a very heavy blow was on, we wondered if father and Clint would ever get back, for

they were gone three weeks.

"Then one day, while little brother and I were washing the breakfast dishes, Hal sang out, 'I see a schooner!' We flew down on the dock and it was not long before the Zephyr anchored and the small boat came ashore and – joy, oh joy – they had all sorts of good things to eat. You know, mother, how I hated pork. Well, they had a 'hunk' of pork - the kind that comes in brine. I was so tickled; I thought it was the nicest thing

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I ever saw. They had fruits of all sorts. The people they got the pineapple slips from would not take any board money from them, so father bought everything he could - bananas, pineapples, mammy apples, and lots of things I don't know the name of.

"I hustled around and got dinner ready for them, and as we ate they told us of some of their experiences. The wind was so heavy they could not leave after they got the boat loaded. Finally there was a letup in the wind and they made Miami. There were only two families living there – the Peacocks and the Brickells. They made the folks very welcome. There was a sort of commissary there, and that is where father got that lovely pork, and they also got some hominy. The wind had gotten heavy again, so they had to stay several days. Then, as it seemed to be better, they started on and were making good time, for the little boat is a fine sailer and rides the seas like a duck. All at once the rudder dropped off. It was terrible, and with such a sea running they rigged up a long oar they had and Clint steered with that while father steered with the sails. They got to Jupiter too late for the tide, and had to anchor, and the wind got stronger and the waves higher. They told father at the Jupiter Light that when the boat was in the trough of the sea, from the top of the tower they could only see half of the mast.

"I forgot how long they said they laid there at anchor, but finally they knew they were doomed. The stern would pull out of the boat or the chain would break. They got all ready. Father wrote me a farewell letter and sealed it in a bottle. They launched the small boat and she drifted right in the inlet. Then they shook hands on it and started in, Clint steering and father tending the sails. They said it was like a miracle, that the boat never handled better. They got inside in a jiffy. All the folks at the lighthouse crowded down on the dock (I guess there are about ten living there) and said they never expected to see them alive. They rigged up a sort of a rudder there and came on home. They were glad to have that glorious wind when they were inside.

"They are both wonderful sailors. They did not lose even a banana. Father said it was nothing short of a miracle, their being saved and the boat was not damaged. I

said, 'Well, wasn't I praying every minute?'

"The slips are all unloaded and the rudder is made, and they go up the river tomorrow for more good things to eat, so I must close this letter and send it along. I'm helping trim the pineapple slips. It tears one's hands, and I don't like the scorpions and other critters that are among the plants – but anything for a change.

"Love to all the folks.

Lucie"

The pioneer days of our area came late in the history of our country. Although our coast was the first portion of the continent discovered by the European explorers, it was one of the last coastal areas to be settled. In the almost four hundred years between its discovery and the first permanent settlement along the St. Lucie River, a great nation had been conceived and matured, to the north of us.

By 1880, the nation was linked coast-to-coast by railroad; cable cars were running in San Francisco; the Mississippi was spanned at St. Louis by the great steel Eads Bridge; Brooklyn Bridge was under construction; electricity lighted the streets of San Francisco, Cleveland, and New York; the Women's Christian Temperance Union was an infant but thriving social crusade; the population of the United States was 50,155,783; Lucy Richards wrote to her mother, from the Indian River in Florida, that only two families lived in Miami; and Bessey, Baker, and Jensen would shortly become the first settlers in what is now Martin County.

House of Refuge



(This material has been taken from the National Archives in Washington, the Martin County Historical Society, and from an article in the November 9, 1950, edition of the STUART NEWS.)

"Sealed proposals for the construction of five Houses of Refuge on the Florida East Coast were to be received at the Treasury Department, Washington, D. C. up until noon of Tuesday, June 29, 1875. Specifications and plans could be obtained at the office of the Collector of Customs at Bangor and Portland, Me., Boston, Wilmington, N. C., Ferandina, Jacksonville, Key West and Pensacola, Florida, as well as Captain J. H. Merryman, Inspector of Life Saving Stations, 16 Broadway, New York City, as well as direct application to the treasury department —" So read the advertisement placed in newspapers all along the east coast.

"On October 20th, 1875 the contract and bond was signed between Albert Blaisdell, of Boston, and the U.S. Treasury for five Houses of

Refuge on the Florida East Coast, each to cost \$2,900 dollars."

Seventy-eight years later, in 1953, the Martin County Commissioners, headed by Arthur Sims and helped by W. B. Tilton, with legal assistance from attorney Dwight Rogers (father of Congressman Paul G. Rogers), bought for \$168 (ten dollars an acre) the Gilbert's Bar House of Refuge on Hutchinson Island, and its 16.8 acres, to preserve the property as an historic landmark by converting it into a museum. This was accomplished in 1955 when the Martin County Historical Society was formed.

"All in all nine houses were negotiated for, five by Blaisdell; 1, Bethel Creek, 13, miles north of the Indian River Inlet; 2, Gilbert's Bar, St. Lucie Rocks; 3, Orange Grove, 24 miles north of Fort Lauderdale; 4, Fort Lauderdale; and 5, at Biscayne Bay. In 1884 Smith Lavandeya Brothers of New York City was awarded the contract to build four more Houses of Refuge. 1, (6) At Lower Surveyor's Well, at the headwaters of Smith Creek; 2, (7) at Arad Shelton's Trail, east of Mosquito Lagoon; 3, (8) at Pepper

Site

Hanlover, 11 miles north of Cape Canaveral and nearly abreast of Chester Shoals; 4, (9) opposite the mouth of Turkey Creek, 30 miles south of

Cape Canaveral, (10) at Indian River Inlet."

According to other Washington Archives "House No. 6 was not located, No. 7 was at Santa Rosa Island near Pensacola, however U. S. Coast Guard records fail to disclose that Keepers were ever appointed at Nos. 6 and 7, and it is doubtful they were ever established except in paper, the

U. S. Coast Guard reports."

Records show that on March 19, 1875, the Secretary of the Treasury leased for a period of twenty years a piece of property from William H. Hunt in the 'County of Dade', State of Florida, at a place known as the St. Lucie Rocks about one mile north of a point designated as Gilbert's Bar, for the consideration of 'one dollar' to construct a "House of Refuge", sail land to be "situated on Section One of Hutchinson Island in township 38 south range 39 east."

"The first Keeper appointed by the U. S. Life Saving Service was Fred Whitehead, on December 1, 1876 and (he) was paid \$40 dollars a month."

There seems to be some controversy over dates, as construction on the Bethel Creek House of Refuge met with several delays and there was great difficulty in getting materials to the island. So it is believed that construction on Hutchinson Island was begun in January, 1876, and completed in April of that year; but why it was not commissioned – or if it was – before Whitehead's arrival is still an undetermined factor. "Mr. Whitehead remained at the House until February 8, 1879, when he resigned and was followed by Ezra Stoner of St. Lucie, who received at first forty dollars

a month and later four hundred dollars per annum."

The daily journal of the Gilbert's Bar House of Refuge begins March 9, 1879. "On the first March 1879 at five o'clock three sailors from the ship *Norina* came to this station saying that the said ship *Norina* was ashore on the sea beach ten miles north of this station. Immediately taken a boat and with the help of said three sailors went up the river opposite said ship and cut a path through the mangrove swamp to the ship where I found the captain of said ship and ten other sailors on the sea beach in much need of water and food, which I carried with me. I then taken the captain, first and second mate and one sailor in my boat and directed the other seven sailors to walk the sea beach to station where we all reached, and I proceeded to make them comfortable."

On April 6, 1879, Whitehead reports "April 6, 1879 officers and crew of the ship *Norina* left this morning for Sand Point where they expect to take shipping to Jacksonville. I turned over all Government property to Mr.

Stoner today."

So that although Whitehead resigned February 8, 1879 and Stoner succeeded him that day, Whitehead was still on duty at the house and making daily entries in the journal until, on April 9, 1879, he turned over all government property to Stoner, who obviously arrived that day to assume his post. The pattern was set, the primary reason for establishing

a House of Refuge on Hutchinson Island began its history of justification. "Stoner's term as Keeper ended with his resignation May 26, 1880, but journal entries in his handwriting continued through July 6, 1880."

Stoner resigned twelve months and three weeks after taking over from Fred Whitehead, due primarily to lack of "anything happening." Preston A. McMillan, also of St. Lucie, replaced Stoner on May 26, 1880, making his first report on July 7, 1880. His period of office was equally uneventful. About that time a new "Weekly Transcript Journal" was introduced which McMillan dutifully filled out – "Is the House throughly clean? It is! Is the House in good repair? It is not!" And so it went, with daily weather reports, notice of passing vessels, and, on December 16, 1881, McMillan was officially transferred; but his journal entries continued until February 1, 1882, when he "turned all Government property over to his successor, David Brown of St. Lucie, whose salary was four hundred dollars per annum."

McMillan's constant reiteration in his daily journal on the state of disrepair did not go unheeded, for Assistant Superintendent of Construction, Captain Merryman, arrived to make estimates of repairs to the house.

Brown was either more industrious or less frank than McMillan, for never once did he admit in writing in the journal that his house was not

"throughly clean" or was "in disrepair."

"On June 14, 1882 Superintendent Spencer arrived at the station," so the log goes. "Paid Keeper up to April 1. I reported to him twenty-six spanish logs that Messrs. Hammon and T. E. Richards had dug up out of the sand when they had been thrown up on the beach in the last two or three years. They rafted them eight miles on the ocean. Logs in bad condition.

Also I reported them to the collector at St. Augustine.

"On July 2, 1882, repairs were commenced on the house's underpinning. On August 23, 1882," Brown reports, "Heavy storms at sea," and next day "Keeper patrolled from station north seven miles – south six miles." And so it went, reports of bad weather, and patroling with log entries in this book ending on December 18, 1882. Other logs contained much of the same. It appears that the loneliness and monotony, the sand-flies, mosquitoes, and inaccessibility of the House, with but a handful of early settlers for companionship, explains why so many Keepers left in such a short span of time.

A "Copy of Wreck Report" for Gilbert's Bar begins with an entry of April 19, 1886. Brown had resigned March 25, 1885, and his successor, Thomas Peacock of the Biscayne House of Refuge, had been appointed February 17, 1885. He was succeeded July 11, by Samuel F. Bunker. The salary of each was four hundred dollars per annum. On April 19, 1886, the brigantine J. H. Lane, 371 tons, of Searsmont, Maine, valued at sixteen thousand dollars, Alonzo Shute, master, bound from Matanzas, Cuba, to Philadelphia with eight crew members and \$13,640 cargo of molasses, was wrecked fourteen and a half miles north of Jupiter Lighthouse and five and a half miles SSE of Gilbert's Bar station on a reef three-quarters of a mile

from shore. She had been driven on the coast and was obliged to anchor, her cable had parted and she was stranded on the reef. The time was one-thirty in the morning, and it was stormy, with a gale of wind blowing ENE, a low tide, and high seas.

The wreck was discovered by Bunker at nine o'clock and he and two assistants arrived opposite the wreck at noon. They saved seven lives – the captain, Alonzo Shute and the first mate, Fred A. Shute, both of Belfast, Maine; August Fuhrman, second mate, of Hamburg Germany; Anton Kessl, another German; Frederick Jones of Liverpool; John M. Jakobson of Norway, and John Ahlskog of Finland. One life was lost, that of Henry Whitlock, steward, of Portland, Maine. The crew of the wrecked brig left her in a small boat which immediately capsized. All got hold of the boat that was bottom side up and clung to her "with desperate energy."

Whitlock, becoming exhausted, lost hold of the boat soon after leaving the wreck, and perished. The vessel was a total loss. The seven survivors were sheltered at the House of Refuge for six days. The following description of the event is in the journal, depicting the men struggling with the overturned boat.

"A breaker would now and then sweep over them, with such resistless force that they would be torn from the boat, but they would bravely swim back to her again. It was indeed a battle for life, and the Keeper and his assistants watched them with almost breathless interest expecting every moment to see the struggle ended, but they held on until after having floated two miles south of the wreck and had been struggling in the water for nearly two hours, they at last neared the shore; the Keeper, having one end of line fastened to him, the other end held by two men above mentioned (H. I. Hawley and Charles Wolff) rushed into the surf and catching hold of one of the half drowned men shouted to his assistants to haul ashore. Just as a tremendous waver broke over them, there was a desperate struggle for a few moments, then they were pulled ashore in safety. In this manner all at last were saved, and taken over to the bank to shelter them from the pitiless wind that still blew with great violence."

Crew is Rescued: "Cold, wet, some hardly able to stand on their feet, it seemed hardly possible that they would be able to reach the station seven and one half miles distant, and the nearest shelter from the rain, that at intervals would pour down upon the already chilled and half dead men."

The Keeper, after giving them each a drink of brandy from a flask that he had fortunately put into his pocket when leaving the station, started the men upon their long and tedious journey. After assisting the captain to within a mile and a half of the station, the Keeper went back two miles after his son, who had sunk exhausted in the beach, and, by half carrying, half leading, and stopping to rest every few steps, at last reached the station, arriving there at two in the morning, and having been nine hours making a distance of seven and a half miles. A good fire and hot coffee soon made the shipwrecked men feel better, and the Keeper and his assistants were glad enough when they, at last, could get a little sleep.

Too much praise cannot be given the two men who assisted the Keeper in rescuing and helping the crew of the ill-fated brig to the station.

Next day, the Keeper. the captain and some of the crew visited the scene in a sailboat. "The brig had broken up during the night and the beach was covered for miles with debris. The captain failed to save anything of much value, with the exception of the boat or yawl, and failed also in selling or disposing of the wreck which I am holding as far as possible for the underwriter."

When Bunker resigned as Keeper June 11, 1888, David McClardy was appointed that same day, and with nothing but the weather to report, and the conditions of the House of Refuge – clean – yes or no; in need of repair, yes or no – he resigned April 12, 1890. That was when Martin County's first real settler, Hubert W. Bessey, was appointed, July 12, 1890 at a salary of six hundred dollars per annum. By 1904, a wreck report dated October 21, 1904, is signed by W. E. Rea, Keeper.

From the Washington Archives comes the following story: "On May 23, 1889 the superintendent of the 7th U. S. Life Saving District at New Smyrna wrote S. I. Kimball, general superintendent of Life-Saving Service at Washington, D. C. pointing out that the land on which the Gilbert's Bar House of Refuge was situated 'has until very recently, been in dispute between the U. S. Government and other claimants and that the spot the house is situated on is claimed by one Hiram E. Olds, who had made application for a homestead entry which covers this site. Olds has expressed a willingness to make the Government title to a strip two hundred feet wide north and south running through from ocean to river, which at this point is very narrow, not being more than two hundred fifty feet across. It has occurred to me that perhaps the title is not properly in Olds in as much as this property has by a recent decision of the courts or the Commissioner of Lands, been decided to belong to the U.S. Government and the house of Refuge has been located there for may years prior to Old's application of entry."

As a result of this situation, the Secretary of the Interior on December 11, 1890, recommended that the President reserve lot No. 2 of section five, township 38 S, range 42 east situated on Hutchinson Island, Florida, and embracing 16 and 56/100 acres, for Life-Saving purposes. On December 12, 1890, the President reserved the tract for the purposes desired. After an appeal by Olds and his attorneys, however, that such action rendered his homestead entry non-contiguous, the Secretary of the Interior on May 22, 1894, informed the Secretary of the Treasury that the Board of Equitable Adjudication had confirmed the original homestead entry of Olds, including the land reserved for Life-Saving purposes, and that "suitable arrangements could be made between the treasury department and Olds by which he would be allowed a right-of-way across the reservation."

Bessey's stay at the House of Refuge was relatively peaceful. He built boats, and continued his normal life of helping people in distress, new arrivals, and becoming an important man in the growth and development of the area.

Keeper W. E. Rea's October 16, 1904 report reads: "the 767-ton Bark *George Valentine* from Camogli, Italy, Capt. Mortolo Prospero, was stranded with a crew of twelve including the captain 500 yards east of the station with a \$7,000 cargo of lumber. The vessel was valued at \$18,000. Five of the crew were lost and seven saved."

It is reported that many of the older Stuart homes have some of this lumber – mahogany – in their structure and furnishings. The House of Refuge has a plank made into a legless ironing board, the old-fashioned

kind that was placed on top of two straight kitchen chairs.

Continuing the report: "A terrible gale was raging, accompanied with torrents of rain. There was a high sea. The night was dark and the storm so severe it was impossible to see anything. The keeper kept light burning which attracted the sailors to the station and fortunately caused them to land nearer than otherwise. One man came ashore on the floating lumber and got to the station cold, hungry and naked. After given clothing, he assisted in rescuing six others of a crew of twelve. All were more or less injured and some severely. All totally exhausted and would have died before morning but for the timely assistance, as none of the six were able to stand when brought into the station, being chilled through from exposure to the elements, without clothing and exhaustion from hanging onto the riggings, battling the waves that were one mass of lumber. Many were dashed against the rocks many times before the Keeper could rescue them.

"The Keeper worked all night on the beach hunting through the lumber for disabled seamen, the air full of flying lumber, the breaking of which sounded like a report of thousands of rifles. The men were all cared for and furnished clothing from the supply of the Women's National Relief Corps. As soon as the storm abated somewhat, the Keeper sent to the mainland for a physician to sew up the cuts and bandage broken ribs. Also wired the Italian Ambassador at Washington, D. C. and the Maritime

Exchange, New York."

The very next day, October 17, 1904, the 1,246-ton ship *Cosme Colzado* from Barcelona, Spain, Juan Pon, master, sailing from Gloucester, Massachusetts, for Brunswick, Georgia, with a crew of sixteen including the captain, was stranded about three hundred yards offshore, three miles north of Gilbert's Bar House of Refuge. The vessel's worth was in ballast.

Keeper W. E. Rea reports:

"At noon in a gale and terrible storm of rain, the ship COSME COLZADO ran ashore about three miles north of this station. One of the crew made a small line fast to his body and swam ashore after which he hauled a three-inch rope ashore and thus the fifteen of the crew reached shore. Rain was falling in torrents and driven by the gale smarted the face like hail. The fifteen men found shelter for the time in the house of Harvey Baker, a colored man who took them in, cared for and fed them until the next morning when he brought them at the Keeper's request to this station,

making a total of twenty-two seamen to be cared for, clothed and fed. All day the rain fell so as to hide the wreck from the station and the Keeper had all he could do to look after the injured of the crew Bark GEORGE VALENTINE, being all alone. None of the crew of the COSME COLZADO were injured except slight cuts and bruises as where the vessel struck was nice sand beach."

One seaman, Juan Money Mallona, was lost. "The sailor lost was tangled in the rigging and drowned. As soon as he could get to mainland, wired Spanish Ambassador, at Washington, D. C. and Maritime Exchange, New York."

By 1907, Keeper J. H. Fromberger was on hand to help with similar but fortunately lesser distress signals from private launches and maritime ships, both on the river and ocean. He was succeeded by Axel H. Johansen by 1910, who apparently remained until November 22, 1918, when his last recorded wreck was filed, and Chief Mate Charles Mason was appointed Keeper that same month. Sometime in 1930, Mason retired and Charles Culpepper was appointed, serving for five years until he was transferred, with Earl Meekins taking over. Five years later, in 1940, Culpepper was returned for a year's stay then shifted to Fort Pierce's Coast Guard Base. Thomas Lewis was appointed the next Keeper, remaining until he was transferred to Key West in 1944. John Deutch replaced Lewis as Keeper for three months, until Frank Fakes was appointed for a year. Earl Dare replaced Fakes for two months, until, finally, Boatswain's Mate 1st class Bernard Hodapp Jr., was put in charge.

Hodapp, a Stuart resident, was previously based at the Island Inn, which adjoined the snack shop on the north (Jensen Beach area); but when the U. S. Coast Guard closed the Coast Guard Base, mentioned in Mrs. William Clark Shepard's article on Hutchinson Island, Hodapp was moved to the Gilbert's Bar Station, where he served nine and a half months, being

in charge the last three months.

(The United States Life-Saving Service, which established Houses of Refuge in 1875, merged with the United States Revenue Cutter Service in 1915, to form the United States Coast Guard.)

The Island Inn was north of the Jensen Beach and later known as the Sand Club and Snack Bar, operated by E. Gordon Brewer and George Wien. The Snack Bar became well known when Andrew O. Mattson joined

Brewer and Wien, as Mattson was a superb chef.

Although the Gilbert's Bar Station was a Coast Guard facility, Navy orders governed it beginning in 1941, shortly before Pearl Harbor, when the Navy decommissioned it from a Life-Saving Station to a Patrol Station. It was this patrol that protected the area during tense moments in the Second World War.

Hodapp had nine men in his charge when orders were received in April, 1945, to decommission the station entirely. The U. S. flag was lowered and taken down for the last time by Hodapp, who remained there an additional month, awaiting orders.

[60] History of Martin County

Sometime in 1946 C. B. Arbogast, Stuart realtor, leased the property, but in 1949 dropped the option, and the site was abandoned to vandals and the elements. In the early fifties, Mr. and Mrs. William Clark Shepard, with their young daughter "Sunny", seriously considered purchasing the property and restoring it for private dwelling. Mr. Shepard consulted Washington, but circumstances required other arrangements.

In 1953, W. B. Tilton, Arthur Sims, and Dwight Rogers stepped in, with Martin County, to do something about the Gilbert's Bar Station; and in 1955, the newly formed Soroptimist Club of Stuart organized the Martin County Historical Society for the purpose of preserving the House.

In 1920, bonds were issued to pave a road from the Jensen Beach Bridge to the beach and for about a mile southward, down the beach toward the House of Refuge. In 1927, the first efforts were made to extend the paving to or beyond the House, but to no avail.

The USCG commandant, on February 18, 1931, stated: "The matter of continuing the road in question from its present terminus to the House of Refuge, thus establishing 'Land' communications as suggested by County Commissioner Carroll Dunscombe, cannot be favorably considered by the Coast Guard since the appropriation to which this character of work would be chargeable does not permit its use for such purposes. In the circumstances the Coast Guard will maintain its water communications as at present."

For the sake of a continuing history, on May 29, 1969, the House of Refuge was declared a Historic Memorial in the State of Florida. On May 8, 1974, the House of Refuge was listed on the National Register for the Preservation of Historic Places, which entitled it to matching funds for restoration. Mrs. William Clark Shepard was appointed chairman of a committee of seventeen interested citizens whose responsibility it was to raise sufficient funds for the restoration.



Early Settlers



These vignettes about some of the area's early settlers have been compiled from material submitted to the Martin County Historical Society by interested persons, from special editions of the STUART NEWS published in 1950 and 1964, and from articles written by Caroline Pomeroy Ziemba between February 26, 1967, and November 24, 1968, in her STUART NEWS column, "Historiography."

The material in the Society's files available to researchers, students, and historians amounts to considerably more than could be included in this volume. Any inaccuracies brought to the attention of the Society will be corrected on the original copy, as our chief concern is accuracy. Omissions are due only to the non-submitting of material, not to oversight!

Janet Hutchinson, Director

* [FRANK PRESCOTT] and his wife came here in 1878 over the old Military Trail, sometimes called the Old Wire Road. They settled on a high cabbage palm hammock, later known as Prescott Hammock, about eleven miles southwest of Stuart. They brought with them a few head of cattle, a yoke of oxen hauling the wagon packed with all their belongings, and seeds for a truck garden.

Prescott built a "tight palmetto house" of overlapping cabbage palm leaves, and they lived off the land. Coming to town once in a while astride one of his horses, with a Winchester rifle across his saddle and a Colt .45 strapped to his waist, always surrounded by an assortment of dogs, Prescott would barter a little and trade venison for salt, flour, and other necessities. The Prescotts just up and left as quietly as they had arrived and lived.

★ [B. H. BABCOCK] came to Stuart in the autumn of 1912 and operated the only blacksmith shop in the area, also doing special iron work. He did

much of the iron work in the first highway bridge over the St. Lucie River.

He was the first fire chief, when the fire wagon was hand-drawn, and built the first automobile fire truck from parts of wrecked cars. He operated a garage and bus stop for many years, and, in 1920, built what was known as the Flatiron Building, where he had the Hudson and Essex automobile agency. The building is now the Rowell Furniture Store. Babcock was Martin County's first sheriff, serving until defeated by Marion McGee in 1927.

★ [JOSEPH CONGDON BACKUS] a descendant of William Backus, who is recorded as having come to America from Norwich, England, settling at Old Saybrook, Connecticut, prior to 1637, was born in Putnam, New York. He moved to Owatonna, Minnesota, where he married Andelusia Austin, and entered the grain and elevator business. With their first child, Eugene, they moved to Jensen in 1898. They came to Titusville by rail, where the railroad ended, and from there to Jensen by boat where they bought land on the Indian River, built a home, and began raising pineapples.

I, Joseph Congdon Backus, II, the author of this article, was born at Jensen in July, 1904. My father died in Jensen in October, 1909.

Even though I was young, I remember walking about town with him and watching the construction of the brick building standing on what is now Commercial Street. I remember a grocery store owned and operated by Mr. Charles Tyndall. Later, Mr. James Neal built and operated a general store. Prior to the Neal store, the nearest source of supplies, other than groceries, was Stuart or Fort Pierce. As we could go to Fort Pierce by train in the morning and return at night the same day, most buying was done in Fort Pierce.

When the brick building was finished, a general store, drug store, and Post Office was opened in it. After my father's death, my mother purchased the drug store from the founder, Mr. James Arnett, and later combined it with the general store which she purchased from Fred Holtsberg. With my brother, myself, and two clerks, my mother operated this store until she and my brother retired in 1925, after selling the store to Harry Segerstrom.

In my youth I attended the Jensen school, which at that time consisted of two classrooms, with two teachers who taught from the first through the twelfth grade. From the Jensen School I went to the Pan American Business College in Miami.

I was among a group of boys in the Stuart area who formed the first Boy Scout troop in 1921. In 1926, I began working for Florida Power & Light Company, from which company I retired January 1, 1972, after forty-five years. In 1930, I married Myrtle Wortham and we had two children – Sally Ann and Joseph Congdon Backus, III. Sally Ann is married to Paul Sampley and Joseph is married to Joanne Scott Fowler. Both children have homes in Massachusetts, near the place first settled by their ancestors.

Myrtle Wortham came to Jensen with her family from Henderson, North Carolina, in 1921 searching for a climate that would relieve her brother's asthma. Jensen proved so healthful for him that her father, Vincent V. Wortham, purchased the James Neal property and entered the general mercantile business in competition with my mother. The Wortham store was still in operation when my mother and brother retired in 1925.

Some of the things I remember from my youth...There were no paved roads. The first so-called paving was the placing of oyster shells in the wheel ruts, leaving sand between for the comfort of the horses...whenever we wanted to go anywhere too far to walk, we would rent a horse and carriage from the local livery stable...there was no bridge, other than the railroad bridge, across the St. Lucie river to Stuart. Anyone wanting to drive to Stuart had to take a ferry across the river. Drive a horse, that is, there were no automobiles...at one time Jensen was larger than Stuart but the buildings were made of wood and a fire, which I faintly remember, leveled the town. It never recovered.

My mother told me that when she first arrived the only source of groceries was from trade boats which came down the river every two weeks. By the time my memory starts, the railroad had been extended to Miami, and in addition to Mr. Tyndall's store, groceries were available by rail from Sears Roebuck and other mail order houses.

The first fresh meat I remember was after Mr. Neal opened his store. Before that we had used only canned meats. In the early days, the only fresh meat available was when an Indian came by peddling bear or deer meat.

The train made about six stops between Fort Pierce and Jensen. At each stop the train filled with mosquitoes, which we would just about get rid of before the train stopped again.

There was no bridge to Hutchinson Island. The wide areas of the island were used for raising green beans. Three or four times a year farmers would fill their boats with parents and children and take us to the beach for an all-day picnic.

The first aeroplane I ever saw was at a land auction in Fort Pierce. The plane circled the area to be sold at about fifty feet above the ground. As I remember, it was a pusher-type of biplane constructed of bamboo, cloth, and wire. The pilot and engine were between the wings.

I believe that I am one of the few senior citizens born in this area who have continued in residence here since birth. I hope I have contributed something to the historical record of this area.

By J. C. Backus, II

★ When [HUBERT W. BESSEY] and his brother Willis left Medina County, Ohio, in 1880, to seek their fortune in the Florida orange groves, they were sorely disappointed to learn how very long it took to get a grove to the point of bearing good fruit.

They bought a tent and a boat at Ormond, and sailed down the Indian River to Eden, as they had heard the pineapple business was a sure-fire, getrich-quick venture. They dropped anchor in 1883 on the Halpatty-Okee River (the South Fork of the St. Lucie River which begins at the Roosevelt bridge).

Hubert, a graduate of Oberlin College, where he had majored in agriculture, immediately placed a claim for "148 and 78/100ths acres" of land along the river, thus becoming the first homesteading settler in the Stuart area south of the St. Lucie River. On June 5, 1890, Bessey received his patent (proof of land claim) signed by President Benjamin Harrison.

The Bessey brothers settled into cultivating the land for pineapples, and building boats; but Hubert did not confine himself to building the small boat every settler needed, no indeed: he built several yachts that were to become well-known, winning many races in the annual regattas off Titusville. Willis, tired of the pioneer life, returned to Ohio.

Hubert Bessey built the first "house of boards" on the St. Lucie, at Bessey Point. His original homestead property extended from the present West Ocean Boulevard south to Poppleton Creek, and east almost to the railroad tracks.

In 1885, Bessey, having thoroughly studied the strip of land between the Atlantic Ocean and the Indian River, suggested to the few settlers that an inlet could be dug at Gilbert's Bar. And so, with a handful of men using picks and shovels, the digging began.

The story is told that with just a few more days' work for completion of this fifteen-foot wide, fifteen-foot deep inlet, Lucy Richards invited the hardworking men to a Christmas party at the Richards home in Eden. The work-wearied men went gladly. A strong southeast wind blew in from the ocean, and when they returned the sand had refilled the inlet. Bessey had to wait until 1892 to see his dream of a St. Lucie Inlet come to reality.

In 1894, Susan C. Corbin arrived from Nashville, Tennessee, to teach school at Fort Tibbals (now the Eden-Walton section), and stayed at the Richards home. Richards was often referred to as the "Pineapple King" of the area. While there, at a dance held in one of the packing houses, Susan met Hubert Bessey, and they were married a year later, on February 19, 1895, at the home of Susan's father, W. A. Corbin, in Nashville.

For seven years, the Besseys lived at the House of Refuge on Hutchinson Island, as he served in the post of Keeper. Later, he returned to Stuart, built a large house on the river, and in 1891 began selling his land. A portion on the river, just north of Frazier Creek, was purchased by George W. Perkins who, in turn, sold it to William Henry Shepard of Cleveland, Ohio, in 1923. The beautiful house in which the Shepards lived burned in 1949, and the property has now become Shepard Park, located at the southwest corner of Federal Highway, beyond the Chamber of Commerce building.

An enthusiastic man of many talents, Bessey was recommended for the post of Superintendent of Palisades Park in New Jersey, through his friendship with millionaire George Perkins, but not before he had done such things as rent – then purchase – the Danforth House, Stuart's first real hotel. Here he welcomed such distinguished guests as actor Joseph Jefferson, Ted Sloan, Dr. John Finley of the New York Times, and, of course, President Grover Cleveland, who came here for the fishing – one of four United States presidents who came here to fish, and stayed at the Danforth House.

When Hubert Bessey died, in 1918, Stuart had grown from a few sturdy pioneers to a community of more than a thousand.

* [R. L. BEVILLE] came from Archer, Alachua County, Florida, in 1897, to become the first East Coast Railway agent in Stuart. He arrived about two weeks after the little depot at Goslingville, or Wa-Wa, had been moved to the south side of the St. Lucie River.

The Bevilles and their sons, Charles and Ulmont, became successful in business as well as in social circles. Beville built a two-story frame house on the site of the present Chason's garage.

Some came in response to the importunings of friends or kinfolk who had come earlier and liked what they found. At least one family came in response to the blandishments of Colonel Chillingworth:

FLORIDA THE LAND OF THE FLOWERS

There may be millions in oil or gas, but there is life in sunshine, equal distribution would raise the moral standard of man. Plenty of sunshine aids in making a contented community, if this be true which you cannot deny, why not take advantage of the opportunity and join hands with those who have gone to Palm City Farms where the sum shines more than 300 days each year, where climatic conditions are as near perfect as any place in the United States or possibly in the world. We can truthfully say to you it is a poor man's paradise and everybody's haven. With these conditions it must inevitably prove to be the garden spot of the United States. This means years of life and comfort denied elsewhere.

Grow old along with me, the best is yet to be. On this land today is growing all kinds of tropical fruit trees and vegetables, and roses are in bloom. The ocean breezes temper the atmosphere in the summer and make it really more comfortable than the summers in the north. This is the writer's experience. The nights are always cool and blankets are ready sale in summer as well as winter. Do you need blankets in the summer to keep you warm in Pennsylvania! This land has advanced in two years time 100 per cent, from \$35.00 per acre to \$70.00 per acre. \$1.00 per month per acre. A free town lot with each 10 acres. You can grow vegetables at any season of the year. We are now picking beans and strawberries that were planted in November, 1913. Peppers, tomatoes, lettuce, radishes, green onions etc. in abundance at the present time. Come, wake up, and take the trip with us. A party will leave Tyrone, Tuesday morning January 13 at 6:50 A.M. via Washington and Atlantic Coast Line. Railroad fare for round trip Washington to Stuart \$30.50. All aboard for the land of sunshine. This is a remarkably low fare. Remember, Tuesday, 6:50 A.M. Also February 1st I will again leave with another party for the land of Roses - Palm City Farms. For information write or call on

C. E. Steele, Agent Tyrone, Pa., or Stuart, Fla.

★ [CHARLES W. BEYER] was in the lumber business in Tyrone, Pennsylvania, when the doctor there told him and his wife, the former Elizabeth May Ludwig, that Charles, Jr., not yet ten years old, would continue to be plagued by the severe mastoid condition from which he suffered, unless he was taken to a warmer climate – Arizona or Florida. Charles remembered the Palm City Farms ad in the *Tyrone Daily Herald*.

[66] History of Martin County

There was lumbering to be done in Palm City, so Charles bought a sawmill in Hobe Sound and moved it to a site about three miles west of where the turnpike is now. There was a reasonable amount of yellow pine, and when a settler chose his land and was ready to build, Charlie Beyer moved his sawmill equipment in and cut off enough timber for immediate needs. Soon he established the mill on his own property and had the raw materials hauled in by mule team. Elizabeth's younger brother, Edward Ludwig, had come to live with them, and helped Charlie at the sawmill.

The doctor in Tyrone had recommended that the boy be allowed to "run free" for a year or two, until his health improved. He had a one-eyed cow pony, and explored the woods and swamps around Palm City, trapping raccoons and sending the pelts to St. Louis for fifty cents apiece. His mother had been a teacher, so his education did not suffer. It was an altogether satisfactory way of life; but when he was well enough, Charlie, Ir., attended the Palm City school.

The sawmill was busy until Saturday, when the family put the bed on the wagon (which had been hauling lumber all week), tied the mules at the Palm City dock, and caught either the seven or the eight o'clock trip of the *Pearl H* to Stuart. It took them two hours to drive from the farm to the ferry, seven-and-a-half miles away, for the short boat trip to the city dock.

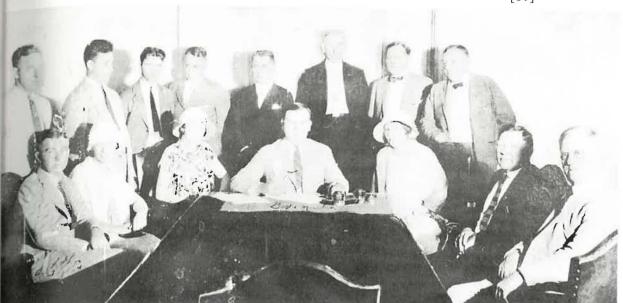
They shopped at Stanley Kitching's store (about where Publix is now) for the things they couldn't get at the store in Palm City owned by Mr. and Mrs. George Jones, including feed for the mules. After four or five, sometimes six, hours in town, they would take home a big block of ice wrapped in burlap, for ice cream Saturday night, when the neighbors would come by.

One of Colonel Chillingworth's gestures toward the settlers who arrived in answer to his advertisements all over the country was to have demonstrations of how to make the best use of the fruit and vegetables grown on the little farms. Among the photographs in the Beyer collection is one of a group of ladies, including Mrs. Beyer, gathered at the Palm Villa Hotel while a demonstrator from Palm Beach showed them how to can tomatoes.

Mrs. Beyer held Sunday school on the porch of their house for all the neighbors' children. "Not any special kind – just Sunday school. We were Methodists."

Among others who answered the ad in the *Tyrone Daily Herald* were friends of the Beyers, Mr. and Mrs. Howard Blair. Mr. Blair was vice-president of the middle division of the Pennsylvania Railroad, which served Altoona, Huntington, and Tyrone. While the Blairs were here for a visit, Mrs. Beyer and her brother Edward rented a boat in Stuart to take them down the St. Lucie and up the Indian River to the Pavilion on Hutchinson Island, just south of the House of Refuge, for a picnic. A snapshot of the party at the dock shows Mrs. Blair wearing a hat with a brim at least eighteen inches across. Mrs. Beyer's hat, also fashionable looking, was a bit smaller.

After about five years, only a scattering of small second-growth pine was left around the Palm City area, and Charles Beyer went broke.



Governor John W. Martin, center, signing legislature bill creating County of Martin. Onlookers, seated, John E. Taylor, Mrs. W. I. Shuman, Mrs. Martin, Governor Martin, Mrs. A. W. Young, Senator T. J. Campbell, and Senator J. W. Watson. Standing, T. H. Getzen, Representative C. W. Getzen, W. B. Tilton, Major W. I. Shuman, Stuart Mayor Stanley Kitching, J. B. McDonald, Dr. Fons A. Hathaway, Governor Martin's secretary, Representative A. W. "Tony" Young. Tallahassee, May 29, 1925.



Governor John W. Martin addressing crowd at County dedication.



Parade entry.



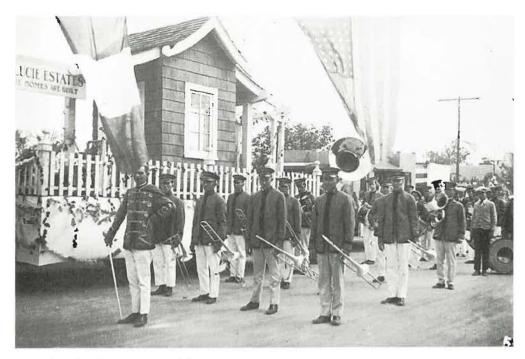
The Stuart Shores parade entry.



Governor John W. Martin (in top hat) confers with an aide.



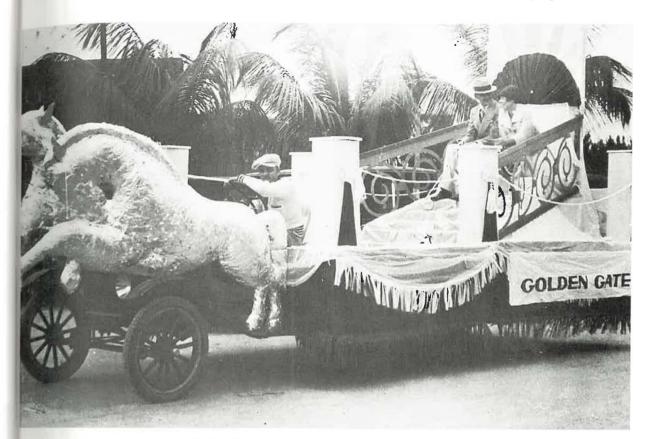
Campfire Girls with leader on parade day.



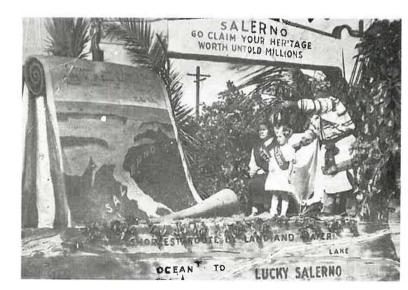
One of ten bands at County celebration.



Governor and Mrs. John Martin reviewing floats on Osceola Avenue.



Golden Gate entry.



Salerno's float, with Mrs. James Stockley and her granddaughter, Marian, "Miss Salerno."

[72] History of Martin County



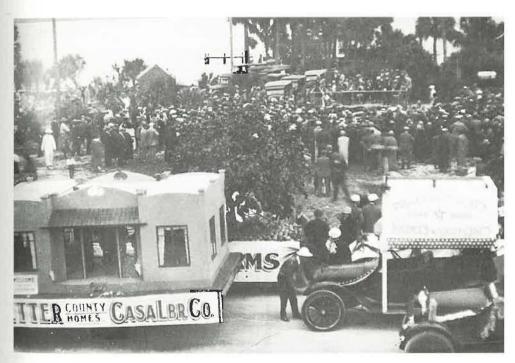
Jensen Beach children pass reviewing stand.



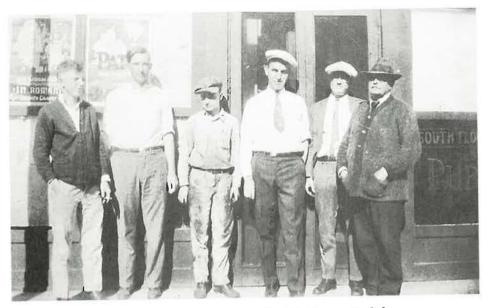
Parade day, Old Dixie Highway.



Decorated parade cars, Old Dixie Highway.



Commercial parade entries near present Civic Center.



South Florida Developer staff, 1923, Vernon Carlisle, pressman; Claude T. McKenzie, linotype operator; Leonard Smith, the "printer's devil"; Edwin A. Menninger, editor and publisher; William "Goldie" Spence, shop foreman; Moses Frank Wamsley, editorial writer and reporter.

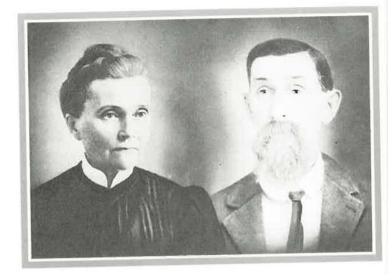


First Stuart radio station, WSTU, in 1954.

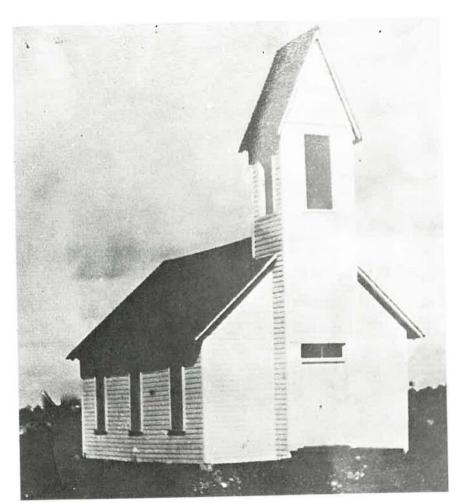
That March 15, 1900

Elies Summer Engaly don Sir; I dain to thank you much Sincerely for the strand basis and flower you strainly South to he a day as two ago. They have been greatly wyou, mettyll formalling will he I am and and to som of may planach incodent of tom Exhapsion of grateful afformation. There way truly

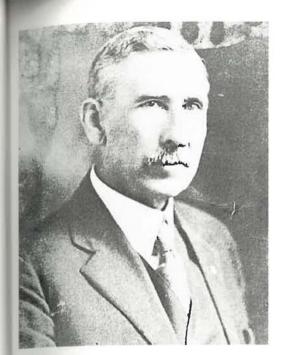
Following a visit to this area in 1900, President Grover Cleveland wrote this letter to Elias Simmons, a boat builder who came here in 1889.



Mr. and Mrs. Robert McPherson.



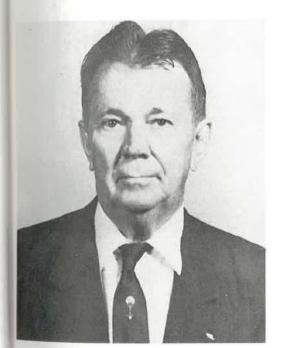
Stuart's first church.



J. B. McDonald.



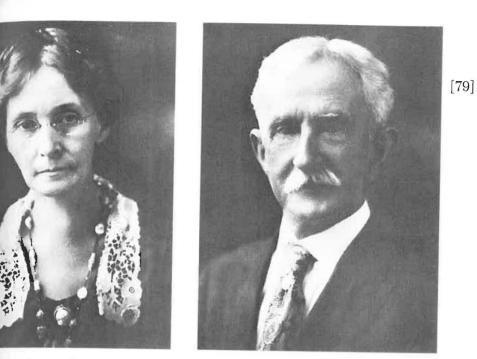
Mary McDonald – Mrs. Ralph W. Hartman, with first son, Ralph Jr., in 1924.



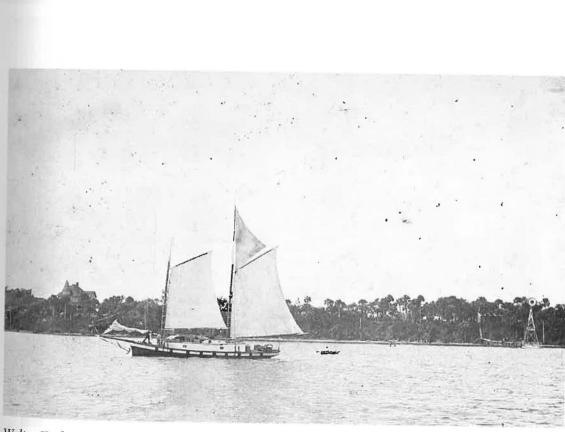
John E. Taylor.



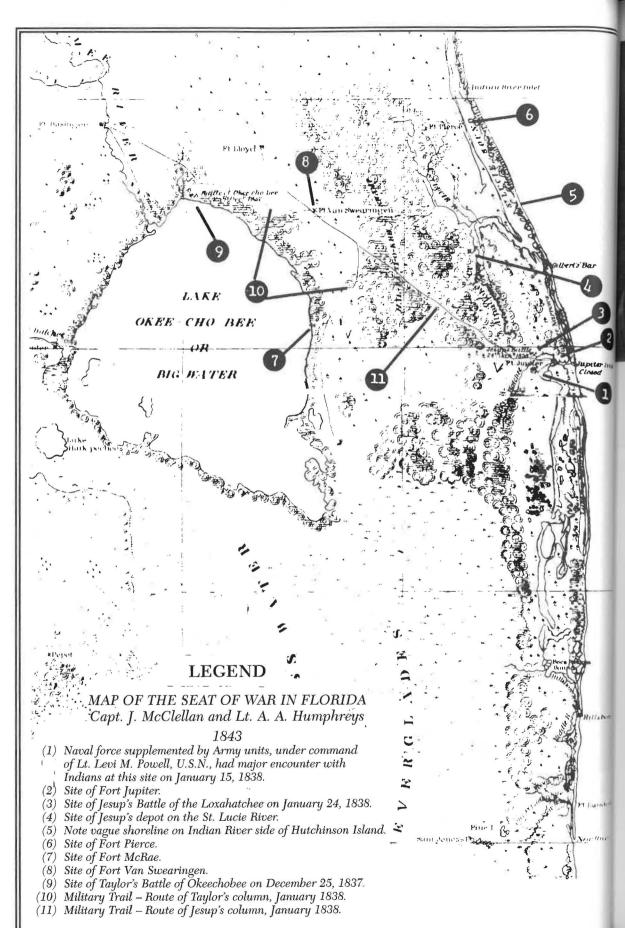
Mrs. John E. Taylor, the former Josephine Kitching.

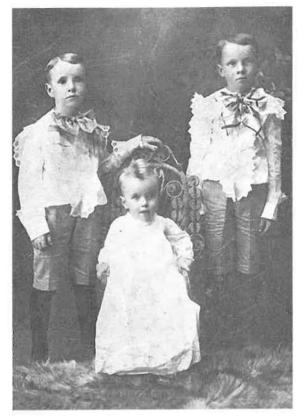






Walter Kitching's trade boat, Merchant.





R. Cecil, Harold R., and Walter, son of Mr. and Mrs. Morris R. Johns.



Morris R. Johns pineapple plantation on the St. Lucie River. Foreground area is now downtown Stuart.



Mrs. Cynthia S. Burnett Haney.



Curt Emil August Schroeder.



Seminole Indians in 1926.



Broster Kitching.



Sylvanus Kitching with his wife and eleven children. Left to right, front row – Reginald, Agnes on the lap of her mother, Mrs. Martha Maskery Kitching, Cleveland (immediately behind his mother), Beatrice, and Sylvia on her father's lap. Back row – Florida, May, Edith, Emily, Stanley and Amy.

Elizabeth moved into Stuart and opened her first Little Dixie Cafe. It was October 1918. Charlie was attending school, at the courthouse.

The Little Dixie Cafe was in the vacant Methodist Church building, which had been moved to 3rd Street, half a block from the Kitching store. There was an oil stove, and room for four tables. Soon it was necessary to move to larger quarters, in a row of buildings between the Stuart Feed Store and the Stuart Department Store. (The Riverview was then the Kimberly Apartments; Sam Matthews was the builder.)

It was in the 1920s, and this was "a very nice place and Mother had ten tables and used tablecloths." Next, Elizabeth rented a little place near Eva Rowell's furniture store and served mostly sandwiches. Mr. Krueger fixed up the building and Elizabeth put in the Little Dixie Cafeteria, with fifty to sixty seats. She closed the place with the tablecloths and expanded the cafeteria to seat one hundred and seventy-five. This was at the corner of Old Dixie and 3rd Street. It was also the ticket office for the Greyhound buses, and there were often as many as thirty busloads of people in for lunch and to buy souvenirs.

"More people came in the buses than lived in the town!" Charlie Beyer recalled. They were for the most part people coming to look at – and some to buy – land. Tile bus excursions out of New York and Philadelphia advertised the trips for five dollars a day. By 1929, the Little Dixie Cafeteria went broke.

Charlie Beyer had learned a lot at each of his mother's restaurants. He went to sea as a ship's cook and, back ashore, he "became a first rate chef." After several busy and profitable years in Miami hotels, he returned to Stuart and built a restaurant on East Ocean Boulevard at the edge of town, called it the Trade Winds and soon had a reputation for fine food. When he tired of it, he sold the business – but not the name. "There were four misses there before La Fonda came," he observed.

Charlie still owned the building on 3rd Street – his mother made her home on the second floor (and rented some rooms) for thirty years. A miniature Trade Winds opened where the Little Dixie Cafeteria had been – serving mostly lunches. His mother died February 13, 1969.

But Southern Bell, expanding in a growing Martin County, had its eye on the building, and in 1972 Charlie sold it for \$60,000.

"I'm 70 years old – what do I want with another restaurant?" But somehow it sounded, in 1975, like a question Charlie Beyer asked without really wanting an answer.

As told by C. W. Beyer

★ [CAPTAIN CHARLES DEFORREST BLAKESLEE] arrived in the early nineties from Connecticut. A mail carrier, ferryman, and commercial fish house operator, he first settled in the Spruce Bluff area and later moved his family to a house in town on Colorado Avenue.

[JOE BOWERS], who already had a store at Jupiter, is thought to have

gone to Indiantown about the same time the Platts did, and established a trading post there. The Indians came in groups of forty and fifty from hunting and camping trips with "hides" to trade for "store" goods. It has been said there were sometimes as many as ten thousand raccoon and otter skins stored in Bowers's Jupiter store.

Bowers's friendship with the Indians led to their showing him the most fertile land areas. Joe's brother, Dessie, joined him and they established the Bowers Groves which for over seventy years have produced

some of the finest citrus fruits on the market.

The lure of the tarpon was probably one of the compelling reasons why my mother [MARGUERITE P. BREWER] came to Marco Island, Florida, some sixty years ago. But there also was the reason of health, because the rigors of the New Jersey winters worsened an aggravating bronchial condition. Mother had been an avid freshwater angler ever since her girlhood days, first at the Fitzwilliam, New Hampshire, homestead; later, through her love for striped bass fishing, in the surf on the New Jersey coast. Hence the tarpon urge.

The Brewers have ever been inveterate travelers. Mother went to Italy to study art and painting on china nearly one hundred years ago. Examples

of her talent grace our homes today on the Indian River Drive.

Frank Brewer, our father, as a young civil engineer, migrated from England at about the same time, going by rail, stagecoach, and horseback to the Black Hills of the Dakota Territory, where he subsequently served as a deputy surveyor for the town of Deadwood. A copy of his appointment, signed by the United States Surveyor-General for Dakota, in 1882, is in the Adams Memorial Museum in Deadwood.

In 1880, at Pine Ridge Agency, while acting as one of the civilian escorts when Chief Red Cloud, of the Sioux Nation, was going to Washington, the Chief presented him with a beaded Indian dance bag of Menomini and Chippewa origin, circa 1860. My brother Gordon and I

donated this to the West Point Museum Collections in 1957.

The travels of my parents later brought them together in New York City, where they were married at St. Paul's Chapel in 1885. Thereafter, for several years they made frequent trips to Europe, on one of which my father represented the original Standard Oil Company at the Earl's Court

Exposition in London. Gordon was born there in 1891.

Then they settled down in West Orange, New Jersey. But with an already bothersome bronchial condition, the family felt that a warmer climate during the bad winter months would be beneficial for Mother, so she began going to Jamaica and Barbados in the West Indies. Father accompanied her when business permitted. They both longed to be closer together, hence, by means of their 1910 model Packard transportation, they decided upon Florida. At first they lived on Marco Island because of the tarpon fishing.

The east coast and Indian River intrigued them after a trip over here

when they traveled the Tamiami Trail to Miami during one vacation, and drove north up the Old Dixie Highway to Stuart, where they visited family friends. They were "sold," and for the next few years they spent these winter vacations at the now defunct Walton Inn on the Indian River Drive in Walton.

It was during these visits that Mother's interests turned to fishing for pompano on very light tackle. Shortly after World War I, they decided to really become Floridians and bought the properties where Gordon, my

wife, Maurine, and I have our homes.

Gordon Brewer's varied interests in the Martin County area are worthy of mention. As a bachelor, and owner of the Rock Spring Water Company in West Orange at the time, his vacations were flexible;. He bought on Hutchinson Island a few years after his discharge from the U. S. Coast Guard, in 1918. Here he built the forerunner of his later Kensington Beach Club. During World War II, he loaned this property, comprising some one-half mile of ocean frontage, bounded by the old Highway A1A and the present Jensen Beach public bathing area, to the U. S. Navy for shore patrol purposes. It was during those years that enemy spies were suspected of contemplating landing from submarines, in rubber boats, for espionage purposes.

After World War II, the Navy turned the property back to him, plus the privilege of buying the buildings they had erected thereon, involving barracks, administration, and mess-hall facilities, plus stables; for this shore

patrol rode the beaches on horseback.

By that time, Gordon was a permanent Floridian, so with his partner, George R. Wien, whose needlepoint artistry is so well-known, they converted the barracks-mess hall building into the Kensington Residential Beach Club. They also built the snackshop close to the Jensen Beach public bathing area, after Andrew O. Mattson retired from the U. S. Air Force and joined them, in 1945.

Their patrons at the Beach Club included many notables from the north, some of whom later bought parcels of beach frontage for investment. Mr. and Mrs. William Clark Shepard bought for building the present

home where Mrs. Shepard now lives.

Gordon continues to hold true to the family travel penchant. He, with George Wien (now deceased), and Andy Mattson made virtually annual tours of Europe and the Scandinavian countries. As side trips, they criss-crossed the United States and Northwest Canada, traveling from Mexico to Alaska, but "Friendship" on the Indian River Drive is still the home base.

★ [GEORGE RIDDLE WIEN] came to us, back in 1937, chugging down the Old Dixie Highway – our present-day Indian River Drive – in a vintage model Ford. He was one of that great fraternity of second-generation Americans who felt the call of the outdoors, and chose to regard his love for "growing things" as his life. Over the years, he achieved his ambition. When he came to Eden, on the Drive, there were but few homes occupied

by folks who claimed the honor of settling this part of Florida.

He came with a partner, E. Gordon Brewer, who had similar ideals, and together they worked the land, raising a lawn from the sandspur overgrowth, and planting trees. Truly, they followed the precepts of Johnny Appleseed in their teasing of the coconuts to grow in arid sand to become the massive trees which today lend so much to the landscape of "Friendship," and the shoreline of the Indian River.

They laid out the line of melaleucas, in such a way as to form the line of the private drive which extends from Indian River Drive to the railroad.

All this took place in the late thirties.

It was only natural, as time went by, for George to direct his horticultural talents to more colorful plantings. The Protons formed the background, and today have developed a myriad of colorful arrangements which have defied the havoc of wind and storm, each time to come back in more beautiful coloring. Air plants also entranced him, as the growing of stag-horn ferns and other varieties on any number of the trees today indi-

cate the result of his "green thumb."

But the climax of his ideals were his orchids and his needlepoint. The former grew outdoors on trees and in pots, arranged so that they could be seen and enjoyed from the westerly picture window of the Florida room at "Friendship." Indoors, he varied his arrangements of floral decorations to conform with the unique furnishings of "Friendship," along with his talent for needlepoint. To the uninitiated, this working of designs on a special fabric, all of which he composed himself, is fantastic. One studies it and marvels, almost saying "how was it possible?" But his talent for beauty and his meticulous attention to detail proved that it could be done.

As evidence, the climax of his career as a simple disciple of beauty and as a recorder of its value, came about in the presentation of his work in an exhibit at the Elliott Museum, just before he died. He lived to receive the well-earned compliments which he had really never expected, but which were so fitting in the closing days of a life which had been devoted to being

just a simple American.

This was George Riddle Wien: Godfearing, combat veteran of World War I, and a Mason.

By Allen F. Brewer

- ★ [TOM BRITT] for whom the Britt Road is named present site of a flower farm and Martin County's Drive-In movie started the first barbershop at the turn of the century. One of the first railroad bridge tenders, Britt set up his barbershop near the end of the bridge in what is now north Stuart. He accepted customers any time of the day or night, Sundays included. As a matter of fact, Sunday was his biggest day haircut 25¢, shave 15¢.
- ★ In the autumn of 1910 [C. C. CHILLINGWORTH], a successful Palm Beach lawyer, purchased 12,000 acres in Palm City for the Palm Beach Land Company, of which he was president, dividing it into ten-acre tracts

to be sold to buyers outside the area. The company, organized in Stuart, with Walter Kitching as treasurer and George W. Park as assistant secretary, opened an office in the McPherson Building, a two-story frame structure located at the corner of First Street and Albany Avenue.

Known as Palm City Farms, thousands of dollars were invested in advertising the area for its "healthfulness." On December 24, 1910, P. O. Scott, the company's first road salesman, and a former employee of the George J. Backus real estate firm, sold the first piece of property. The Palm Beach Land Company entertained prospective buyers, paying their expenses while here, with boat trips to the Inlet, up the North and South Forks of the St. Lucie River, as well as automobile and wagon rides, ending with a visit to Palm Beach.

Mr. Chillingworth's son, Superior Court Judge Curtis E. Chillingworth, was murdered, with his wife, in front of their Palm Beach home, in one of Florida's still unsolved crimes – the subject of an engrossing book by Jim Bishop.

★ In 1898, [ISAAC "IKE" CRAIG] left Shanville, Virginia, and came to Florida, stopping first in Delray. He raised pineapples here. One grove, located on what is now the site of the County Barn, was destroyed by fire; but, being a determined man, he established another prosperous grove now the site of Leisure Village on Route 76, with additional groves on Sewall's Point, and at Port Sewall.

Craig was active in several civic organizations, and served as committee chairman for a right-of-way road to the Federal Highway, over which there was much dispute. In 1941, he married Blanche Blackman, a New Jersey and Philadelphia school teacher, who came to Stuart for a visit and has remained. Mr. Craig died in 1950.

- ★ In 1882, [THOMAS J. DESTEUBEN] left Titusville on a pleasure cruise and spring hunting trip down the Santa Lucia River. Liking the area, he decided to settle in Jensen Beach, before the St. Lucie River Colony began. A two-fisted, revolutionary lawyer, he became the first of that profession to make his home here. It was said that not only did he carry his office in his hat, but "wrongdoers found his court always in session no matter what the day or hour."
- Dunklin Memorial Church at Indiantown stands as a living tribute to the [REVEREND EDWARD M. C. DUNKLIN]. Born in 1864, he attended the Southern Baptist Theological Seminary in Alabama, and, upon graduation, began his life's missionary work as a "sinner hunter," arriving in the Lake Okeechobee area in 1921.

The Reverend and Mrs. Dunklin originally had a one hundred-mile mission route that included Indiantown, and when they finally settled down on the lake, he continued to preach for the next seventeen years. His thirty-mile walking trips from the lake shores to Indian Town at times seemed fruitless, especially when the collection plate would yield such things as buttons, chewing gum, and bullets.

But a God-fearing man he was, making it a point to stop at each camp and shack along the snake-infested trails...tramping through swamps filled with alligators and moccasins, earning the respect and affection of the early settlers, and being referred to by the more than two hundred Seminoles he called on, as "the Jesus Man." Other names were "the Gospel Peddler," and "Lit Bro' Dunklin." He even became a threat to the doctors who followed in his wake, healing with prayer where they failed with medications. He is credited with having baptized a member of the famed Ashley Gang, but this seems highly unlikely, unless it was when they were adults.

★ [JANET KRUEGER DUNSCOMBE], the first girl baby born in Stuart who lived to maturity, daughter of Albert Krueger and Anne Donaldson Kincaid Spiers, married Carroll Dunscombe, now a practicing Stuart attorney. Dunscombe, a relative of Homer Stuart, became a land developer.

Mrs. Dunscombe has been three times president of the Stuart Woman's Club, for thirty-three years directress of the Altar Guild of St. Mary's Episcopal Church, as well as first president of the Stuart Garden Club. During World War II, Mrs. Dunscombe served as leader of the volunteer citizens group which staffed Stuart's Service Men's Center, now the Stuart Youth Center. The Center entertained the men on leave from nearby Camp Murphy, now Jonathan Dickinson State Park.

★ [WILL DYER], a native of Newfoundland, arrived in Stuart before 1891 to homestead and raise pineapples. He settled on the west shore of the North Fork of the St. Lucie River, an area that lies mostly in St. Lucie County. In 1891, his younger brother [D. HARRY ARMSTRONG DYER], at nineteen, left Newfoundland and joined Will in the pineapple fields, having been advised that a warmer climate would be good for him.

In 1897, Will Dyer began purchasing land on the east shore of the river for more fields, while Harry continued to raise pineapples on the west shore. In 1893, having reached the legal age of twenty-one, Harry paced off the land he wanted for homesteading, one hundred fifty-two acres on the west shore where his pineapples were already growing, now called Lighthouse and Dyer Point. Following his brother's guidance, Harry also purchased and planted additional acres on the east shore. The Stuart Shopping Center is on what was one of his flourishing pineapple fields.

In 1906, seeing the decline in the pineapple business, Harry joined the Armour Fertilizing Company as sales manager for south Florida. There is a lovely story told about Harry's horse, Dick, who transported him on his sales trips. It seems when Dick had a mind not to take Harry on one of his trips, he would just lie down and roll over, dumping rider and saddle.

Harry married Flora Frazier, daughter of Mr. and Mrs. R. Russell Frazier. Both Mr. and Mrs. D. Harry Armstrong Dyer contributed greatly to the growth of Stuart. Harry died in 1934, and Flora in 1937.

In 1914, Harry opened Dyer's Dry Goods store on West Ocean Boulevard, which is still run by his daughter, Miss Myrtle Dyer, across the way from the law office of his son, Judge Harry Dyer. Will Dyer married Miss Kate Hamilton, Stuart's first school teacher, and they moved to West Palm Beach in 1907.

♣ [BEN F. ECKESS] came, in 1913, from West Virginia to work for Stanley Kitching. He had been in merchandising all his life. As the business grew, he acquired a half interest in the Kitching and Eckess Department Store, on the site of Stuart's old City Hall on Flagler Avenue.

He met and married Ernestine Ricou. After they were married by the Reverend Mr. Daniels in the Methodist Parsonage, they moved into a hotel built by Hubert Bessey at 520 West Ocean Boulevard. Mr. Eckess died on August 24, 1937.

★ In 1885, [WILLIAM DENNIS EDWARDS] and his wife, Annie Rose, came from Berkeley and Colleton counties, South Carolina, respectively, to settle in the wilderness section of Waveland, now Sewall's Point. The old home and groves belonging to the Edwardses, still known as "Perriwinkle," extended from the Indian River to the banks of the St. Lucie.

Edwards was Postmaster at Waveland for many years, and was a trustee of the school board. William and Annie took great pride in their family of six girls and three boys, and took part in all civic activities. However, the education of the children was their primary concern, and every effort was made to find the very best. This resulted in a move, in 1900, to Fort Pierce, which offered better schools.

Tragedy followed this family almost from the beginning. Their third child, Jennie, died from potash poisoning. The children were playing house and one of them found a can of potash on a high shelf. Mistaking it for dry milk, it was mixed with water and given to Jennie. Little Jennie was buried on the St. Lucie property in a small grave surrounded by a white picket fence laced with wandering Jew vine. The two eldest daughters were stricken with typhoid fever in Fort Pierce, and are buried in the Fort Pierce Cemetery. Dr. W. E. Van Landingham was the attending physician.

William D. Edwards died in September, 1919, and Mrs. Edwards in April, 1929. Both are buried in the Waveland Cemetery, now All Saints in Jensen Beach.

★ [DR. FLOYD B. EURIT] was born in Elk City, Barbour County, West Virginia, August 29, 1864. Earning his medical degree in 1890 from the University of Maryland, he began his practice in Ireland, West Virginia, where he met and married Florence May Reger.

In October 1913, Dr. Eurit, his wife, and their three living children (one died in infancy) moved to Stuart where he gave a medical hand to Dr. Gunter. Dr. Eurit raised and shipped pineapples, along with cultivating both orange and grapefruit groves. In a very short time, Dr. Gunter moved

to West Palm Beach and Dr. Eurit took over his practice and office, con-

tinuing in practice for over fifty-five years.

Aside from being a physician, Dr. Eurit was a concerned citizen, and helped in the incorporating of the City of Stuart, serving as councilman from 1916 through 1920. He also served as school trustee for many years, and was chairman of the school board from 1922 to 1924, when Stuart was still in Palm Beach County. He was a member in good standing of the Methodist Church, taught Sunday school, and served on the church board. He helped organize the Stuart Odd Fellows Lodge in 1914, served as secretary and treasurer of Stuart's first hospital, and as chairman of the Democratic Party. He died in 1950 at the age of 86.

★ [L. B. EURIT], the good doctor's son, graduated from the Stuart High School in 1918, the only graduate of the school established in 1917. Young Eurit, affectionately nicknamed "Doc," was as interested as his father in civic affairs, serving on the old town council from 1921 to 1925; and as Scout Master for the Stuart Boy Scout organization, having attained the rank of Eagle Scout, himself. He was a member of the Acacia Masonic Lodge and the Scottish Consistory, a member of the Methodist Church, a Rotarian, past president and a member of Florida's City Managers Association, the International City Managers Association, and the Florida Peace Officers Association. He also held membership in the Stuart Sailfish Club.

"Doc" L. B. Eurit was employed by the Florida East Coast Railway Company until 1933, except for two years during the boom, when he sold real estate. From 1933 to 1939, he was Chief of the Stuart City Police, in addition to serving as assistant city manager from 1936 to 1939, moving up

to city manager, a post he retained until his death, in 1951.

His sister [ZOLA EURIT BLAKESLEE] served as Supervisor of Registration of Martin County, and sister [OLNEY EURIT] was the librarian at the Martin County High School until her retirement in 1974.

★ [HARRY C. FEROE] arrived in Stuart in 1912, coming with C. C. Chillingworth, to begin a new land sales business. The section of land to be developed was situated on the west shore of the St. Lucie River and the South Fork. It was to be called the Palm City Farms and Town.

Feroe also bought land in Stuart for development, and later donated a piece of his downtown property for the establishment of the first bank, which was badly needed because of the increasing prosperity. The bank, with E. A. Fuge as president, opened its doors August 29, 1912, with a working capital of \$15,000. The bank building, on the corner of Osceola Street and St. Lucie Avenue, is occupied now by a Chinese restaurant.

★ [A. D. FORT], as real a Florida cracker as any, a planter and farmer, came to Stuart in 1903 from Marion County, and in 1918 was appointed watchman on the new St. Lucie River bridge.

In the early days, according to Fort, the only way to cross the river was

at Spruce Bluff at the North Fork, where a flat boat was "made fast to a wire tied on shore at both ends." People pulled themselves back and forth with a minimum of effort. In those days, the woods were filled with owls, fish hawks, and eagles, and the rivalry between fish hawks and eagles was like bull to matador – almost vicious.

As Fort tells it, Charlie and Frank Glass were fishing at Rio, Jim Winters was farming on the South prong of the river and working with his bees, while "Daddy" Poppleton was keeping bees at Poppleton Creek, and becoming world famous for his bee research. Will Dyer was living on the east side of Poppleton Creek, and his brother, Harry, was busy raising pineapples. Charles Guller, another neighbor, had his pineapples, while "Old Man Lees," a Canadian, was raising a family and pineapples on the South Fork. Ruben Carlton, who moved to Fort Pierce, was out near W. A. Roebuck, taking care of a cattle ranch. "Old Man Platt" and his boys were in Indian Town, as were the Bowers brothers. There was no town of Salerno, no Port Sewall; that area was Fort's hunting ground.

Wildlife conservation was unknown, and "Hog Claims" were the fashion. Wildcats, panthers, 'coons, turkeys, 'possums, and razorbacks were plentiful.

One of the first things a hunter did was to buy a "Hog Claim."

"That is, suppose you had a bunch of hogs in the woods and had your own private marks on all the hogs. I, being a stranger and new in the woods, just as a matter of courtesy, would come to you and buy up a hog claim from you by paying you so much for the privilege, and hunting over the range and killing such unmarked hogs as I needed. You didn't own the unmarked hogs any more than I did, and my paying you ten dollars or so recognized you as the first comer and gave me the same right to hunt in the woods and kill razorbacks as you had. There might be other owners' hogs, and others could sell claims same as you did, but by recognizing one another's rights we all got along like neighbors, if we had claims.'

As time went on, many an early settler made friends with the Seminoles, who were great hunters and always fair when it came to dividing the spoils. The Indians, of course, knew the best locations for specific game, knew their feeding times, and when it was best to kill. However, strange as it may seem, they were not the greatest of fishermen. Otter, deer, opossum, skunk, snakes, turtle, bear, and 'coon seemed to be what they were most interested in for food, skins, and trade. It was a time of the last frontier, when men lived off the land almost exclusively.

★ In August of 1887, after eight days of sailing south from Titusville, on the Indian River and then into the St. Lucie, [R. RUSSELL FRAZIER], his wife Margaret, and their three small children – Flora, Frank, and Meda, alighted from a rented sailing barge at the mouth of what is now known as Frazier's Creek. Included in their household goods was lumber to build a house; a horse, a dog, a cat, and some chickens. With the help of neighbors they built their first home on the one hundred sixty acres they were to homestead. The house was built at the end of what is now Avenue

C (Akron Avenue), overlooking the creek.

Like many others, Mr. Frazier set out pineapples on his property, which ran from the present bandshell, south and west on the Federal Highway and Colorado Avenue, including the Stuart Shopping Center At that time, Colorado Avenue was called by Mr. Frazier "Belle Flora Avenue," as it ran right through his pineapple field. The pioneer's life was a difficult one and R. Russell Frazier lived only until 1905, eighteen years after his arrival here.

Margaret Frazier remained after the death of her husband and reared her family in Stuart. In 1912, she subdivided the "Belle Flora" area into the present Frazier Addition, and in 1925 Frazier Crescent was subdivided by the Oak Park Realty Company. Devoted to civic affairs, she was a charter member of the Woman's Club and, in 1914, president.

Daughter Meda married and went to live in Lake Worth; Flora, musician, artist, and horticulturist, married Harry A. Dyer. Son Frank started out as a builder of sand and cement blocks, and built his mother's house at the intersection of Palm City Road and the Federal Highway. The Stuart Drug Store and the original section of the courthouse are examples of this young builder-genius, who later became a doctor of chiropractic medicine, moving to West Palm Beach.

★ [W. L. FREDRICKSEN] was born in Copenhagen, Denmark, came to the United States in 1877, and settled in New Mexico. The 1893 panic closed the sawmill that supported the Fredricksen family, and it was the flip of a coin that brought them to Florida. Mrs. Fredricksen wanted Florida, Mr. Fredricksen preferred Jamaica and so, in 1893, the Fredricksens landed in Jensen.

It is reported that early in 1900, Fredricksen wrote to John T. Stanley, a wealthy New York soap manufacturer, proposing that he, Mr. Stanley, furnish the money for the building of a motor-driven pineapple transportation cart and he, Fredricksen, would build it.

Fredricksen wrote the railroad company for wheels and axles, which they sent at no charge, and secured, at no cost, a Palmer marine engine from the Palmer Company. He built the first pineapple motor car that ran on a two-foot wide track. In all, he built forty-seven of these pineapple cars, and left his business to his two sons, Cheney and Sophus, both of Jensen Beach originally.

★ [PERCY FUGE], whose family home is on the South Fork, lived there, with his sister, Alfreda Fuge Hogarth, until his death several years ago. He is credited with operating the first school boat from his area into Stuart, in 1910. He would pick up the youngsters at the old Limage landing, deposit them in Stuart, then return with a load of pineapple slips, do some planting and return later in the afternoon for the children.

Percy grew up in the area when "mule power was farm power." In 1911, he was one of the men who helped build the first bridge across the

South Fork on what is now State Road 76 – A. O. Kanner Highway. He was working in the Stuart Bank during an Ashley Gang robbery.

★ The [JOHN FULTZ] family, of South Carolina – father, mother, two sons, and two daughters – sailed seven miles up the St. Lucie to establish a home, in 1889. Spruce Bluff, they called it, at the headwaters of the North Fork. By 1891, there were enough homesteaders to have a Post Office.

They have been described as "lean, hard, sun-burned, wind-weathered men...often bare-footed and bare-legged, with their pants rolled up to their knees. Each worked his little empire of one hundred sixty acres where...the clearings forced back the jungle. Theirs was a faint lamplight of civilization glowing from cabin windows in the night. They planted pineapples and they lived in hope."

In this paradise of tropical beauty, fish, and game, the land showed promise for the pineapples to "come in." But the first frosts came – "the white frosts that wiped out their most precious possession – hope." The homesteads were abandoned, one after another. John Fultz and his family were among the last to leave. For ten years, John sailed "what little mail there was" upriver from the Florida East Coast Railway depot in Stuart, a mail route that paid the carrier ten dollars a month.

By 1905, John had had enough. He was the Clerk of St. Lucie County until he died in 1919. None of the Spruce Bluff homes are left. The jungle took back all that had been put into the land; but just across the river, on the east shore near the head of the bay, the Sandpiper Bay at Port St. Lucie offers "luxury living and recreation."

★ In 1913, [H. SEYMOUR GIDEON] arrived in Jensen with his parents, Mr. and Mrs. George Gideon, from Topeka, Kansas. Seymour attended the Jensen grade school, and high school, while his father was busy raising pineapples, citrus, and beans.

For a while, Seymour worked as a mechanic in W. L. Fredricksen's machine shop, and in 1920, ran a garage and boat shop at Salerno. In 1923, he joined with F. L. Higbee in building houses. In 1930, he opened Gideon's Camp, with a fish house on the river where he purchased and shipped Indian River fish.

Six years later, in 1936, he opened Seymour's Inn, which was known as one of the finest dining places in the community. After thirty-eight years of faithful service, this family-owned business was sold in 1974, to new owners – the location is the same, just north of the Jensen Causeway overlooking the Indian River.

* [EDWARD GLUTSCH] arrived in 1886, and settled on the north side of the St. Lucie River where he and his mother combined their homestead properties into three hundred twenty acres, planting pineapples.

Ed was Postmaster when Captain W. E. Rea arrived in Rio in 1894, and the area was known as Rio-San Lucie. Senator Matthew Quay of

Pennsylvania, who lived in the town of St. Lucie, north of the present Fort Pierce, accidentally had three bags of mail dropped off at Rio. A few days later Clutch was notified to submit three new names to the Postal Department for renaming of the section. Of the three – Rio, Pineapple, and Bayonne – Rio was selected.

Mrs. Clutch died in 1896, and Edward in 1907.

★ [CASSIE GORE], daughter of William Gore of North Carolina, and his wife Elizabeth, a native of Mobile, Alabama, was born February 15, 1884, at Ten Mile Creek, a tributary of the St. Lucie River's North Fork. The family moved to Potsdam, in 1893, when Cassie was nine years old.

According to an account written by Cassie in the *Stuart News*, life in 1893 was exciting, fulfilling, and colorful. It was at a time when her father would trade otter and alligator skins with the schooner trade boat merchants for some of the nicer necessities such as white bacon, costing a cent and a half a pound, or flour at two dollars and fifty cents a half-barrel. Venison, wild turkey, and fox squirrels were provided by Mr. Gore along with "swamp cabbage," the hearts of palm trees, plus hogs, vegetables, and pineapples – some of which were sold for profit in Fort Pierce.

Cassie moved to Sebastian where she attended school, and, in 1901,

married Silas Clemons, to whom she bore twelve children.

★ [GEORGE TOWNSEND GOSLING] was only twenty years old when he arrived from New York, in 1885, with Homer Stuart, the son of his uncle's lawyer. The boys were in search of adventure in the Florida jungle.

George was a pioneer settler in this section, and founder of the first town on the St. Lucie River. The townsite of Gosling – Goslingville – on the north bank of the river, later the first site of Stuart, was named for him. He built a beautiful, two-story frame house on the river, later occupied by the George Keith family. The original home was torn down a few years ago.

Gosling – Goslingville – never flourished as a townsite, and is forgotten even as a railroad stop, today. Stuart was moved to its present location on the south shore of the river, although the north settlement is within present Stuart city limits.

Before leaving Stuart to make his home in San Francisco, George Gosling was highly successful as a liquor dealer.

★ [DR. AND MRS. D. M. GRAHAM], while residents of Stuart from 1913 to 1919, made contributions to Stuart, but Dr. Graham was a victim of the 1916 fire, the healthy condition of the pioneers, and an overpopulation of medical men – there being two other doctors here!

Dr. Graham was a steward and trustee of the Methodist Church, a member of the Citrus Growers Association and, of course, raised oranges and grapefruit. He was also an avid fisherman.

Mrs. Graham, equally active socially, kept busy with the Woman's Club, the church, dinner parties, and the Mozart Club. Their leaving was a great loss.

*[CHARLES E. GULLER] arrived in Potsdam in 1891, and founded a one hundred sixty-acre homestead running south of the present Fernhill Cemetery boundary for some one thousand three hundred twenty feet, abutting Route 76 to the west, and running east from the present highway three-quarters of a mile, then west of the highway a quarter of a mile.

In order to secure an outlet for his homestead, he purchased an additional six acres to the St. Lucie River, from H. W. Bessey. With his own hands, he cleared and planted his first acreage in 1893, then entered in partnership with Will J. Dyer and planted an even larger area. Charles Guller left Stuart in 1937, and died in 1939.

★ [DR. T. D. GUNTER], his wife, Lulu, and their two children, Nellie and Freddie, arrived early in 1914. Dr. Gunter opened an office immediately in the Stuart Drug Building. Shortly after his arrival, he purchased a piece of property from Margaret (Mrs. R. Russell) Frazier, built a house, and was in residence by August of that year.

While here, Dr. Gunter was elected "Camp Physician" for the Woodmen of the World Organization, and was appointed, with Dr. F. B. Eurit, as a public health officer for the Stuart area. In 1916, he was appointed a trustee of the Methodist Church. As busy as the doctor was, he left Stuart because of financial conditions, and left most reluctantly, in 1918.

Mrs. Gunter was as busy as her husband. She served as first vice-president of the Stuart Woman's Club, was active in the church, and very active in the Mozart Club. In 1914, she composed a poem about the Stuart Band, which she recited at its fund-raising concert. The Gunters' departure, in 1918, to West Palm Beach was a great loss to the community.

★ In 1883, [MISS KATE HAMILTON] came to what is now City Point from Philadelphia, and became Stuart's first school teacher. She taught in a little school on the river bank, the site of the Riverview apartments. When the mosquitoes swarmed through the cracks in the floor, Kate would smoke them out by inverting the chimney of the little wood stove.

While teaching school, she lived in the first H. W. Bessey house on Bessey Point, as Hubert Bessey was busy building boats on Hutchinson Island and serving as Keeper of the Gilbert's Bar House of Refuge. When not teaching school, Miss Hamilton conducted Sunday school at the House of Refuge, her students and their families arriving by boat. In 1907, she married Will J. Dyer and they moved to West Palm Beach, where they reared their family.

★ In 1902, [MR. AND MRS. JOHN C. HANCOCK] and son C. Fredrick arrived from Cairo, Illinois, where John had been secretary-treasurer of the Andrew Lohr Bottling Company. They were enthusiastically greeted by the townspeople, it being the custom to meet each incoming train, and to welcome new arrivals.

Hancock, an enterprising man, soon had a hand in many of the small

businesses, and was appointed Justice of the Peace. This office bestowed the title of "Judge," which he kept until he died. Hancock promptly moved into his new house on Atlantic Avenue, planted ten acres of pineapples, and opened the Hancock Insurance Agency. Fredrick and his wife continue to live there.

In 1913, Hancock built and opened Stuart's first theater, the Lyric. He had already seen the decline in the pineapple business, and was one jump ahead of many less fortunate residents. All that remains of this first Lyric Theater - that showed three-reelers every Wednesday evening for five and ten cents, seated two hundred fifty people (with a town population of one hundred), and had live entertainment when not showing movies - is the parking lot on Osceola Street adjoining the office of Dr. H. H. Hipson.

Hancock was smart enough, in those days of no electricity, to furnish his own by installing "electricity-making machines" (generators), thereby assuring the audiences up-to-the-minute modernization in entertainment houses. Two more Lyric Theaters were built. The second was closer to town, and was finally moved across on Osceola to become the Hartman and Moore Grocery Store. The third Lyric, which opened its doors March 15, 1926, on Flagler, runs through the block to Osceola.

Hancock, untiring, worked with a committee of business men, in 1913, to acquire the old main line bridge, which project came into being in 1916, and was the forerunner of the present Roosevelt Bridge. Walking the railroad trestles, or riding ferries, were the only other means of crossing the river into town. In addition to all of this, Hancock prepared a booklet about the area for the Stuart Board of Trade, now the Chamber of Commerce.

Mrs. Hancock was also busy making a place for herself in the community by giving music lessons, holding recitals, and arranging for semimonthly dances in the Hancock home while her husband attended to other civic matters. Upon his death in 1948, Mrs. Hancock moved to Athens, Georgia, and continued to teach.

- ★ [DR. HORACE [OHN HANEY] came to Stuart (then Potsdam) from Ohio in 1880, shortly after the death of his wife. His life was unhappy and he suffered from despair, allegedly finding solace in the bottle. In 1899, he married Cynthia S. Burnett, one of the most respected women in the community, remembered to this day. She and the doctor were divorced in 1904, but Mrs. Haney continued to use his name throughout her life.
- Not every early settler came to plant pineapples and "get rich quick." The [REVEREND HENRY M. HARJO] came to convert Billy Bowlegs's Seminole tribe to Christianity, about 1889.

The Reverend Mr. Harjo, an oil-wealthy Creek Indian from Oklahoma, decided on his own that the Florida Seminoles could do with a little Christianity. His observations came from Seminole Indians who had been sent to reservations in Oklahoma, at the close of the Seminole War in 1837.

He and his wife, Naomi, came to Stuart for the winter, and lived in a

house on the grounds of the present First Baptist Church on West Ocean Boulevard. His twenty-five acres are believed to have been on the east side of the Palm City Road, as on the west side, adjacent to his property, Colonel O. O. Poppleton, settled on the south shores.

We do not know how many Indians or early settlers the Reverend Mr. Harjo converted, but he did try.

★ [AUGUST HARS], a German, a carpenter by trade, came in 1885, purchasing forty acres of government land abutting Krueger Creek to the west, running along the river for one thousand three hundred and twenty feet, and back to East Ocean Boulevard. A hard worker, clearing his own land, he was one of the early so-called "turtlers." He began doing this near the Fort Pierce Inlet where green turtles were plentiful.

In early spring 1889, while returning from a green turtle hunt, coming down the St. Lucie River, his sailboat was caught in a squall and turned over. Carl was caught in one of his own turtle nets, and drowned. The following year, his brother Henry and their sister arrived from Germany, took over the property, planted pineapples, citrus fruit, and avocados. Henry eventually sold the property to Harry Richards of Eden for ten thousand dollars in cash, and returned to Germany and retirement. En route, aboard ship, he contracted some illness that resulted in his death at Bremerhaven, the outer Hamburg harbor.

The Hars property takes in the St. Lucie Estates, Section Three.

★ [TITUS HART], born in North Carolina, came to Hobe Sound in 1890, and developed large pineapple plantations both on the island and on the mainland, in the days when it was necessary for the mules to swim back and forth each day, to work in the pineapple fields.

Titus met Anna Carrie on her first visit to Jupiter Island in 1898, and on September 29, 1904, they were married. Anna, born in Scotland, went to Toronto, Ontario, as a young woman, later moved across the border to Rochester, New York, and studied nursing. As nurse to the Fred Yates children, who wintered on Jupiter Island with their parents, she met Titus.

Since the nearest doctor lived in Titusville, Mrs. Hart was called upon to set broken bones, stitch up serious wounds, and, in general, care for as many medical needs as possible. She engaged in all civic activities; she taught kindergarten, served on the school Board of Trustees, and was general organizer and manager of all campaigns to raise money, distribute food, and care for needy families. She served as a member of the Democratic Committee until 1957, having an enthusiastic interest in politics.

Titus Hart was not only a successful plantation owner, but is credited with planting the first palm trees on the island, and the famous Australian pines that stand along Beach Road.

The Harts were charter members of the Hobe Sound Presbyterian Church, and Titus helped construct the building. It was his task to build coffins as needed, and Nan, as she was called, lined them with either white or black satin. Titus conducted the funeral services.

In 1900, the Post Office, General Store, and most other activities were located on Hart's Hill on the mainland.

Titus died in 1939, and Mrs. Hart in 1958. The Titus Hart sundial, given in his memory by Mrs. Hart to the Martin County Historical Society, may be seen on the grounds of the compound at the House of Refuge on Hutchinson Island.

★ [THOMAS AND HELEN HELLIER] moved from their native Wisconsin in 1898, and settled in Jensen, where Mr. Hellier secured a position in the Planter's Security Bank. In 1904, their son and daughter-in-law, the Charles Thomas Helliers, joined them and Charles went into the pineapple business.

Thomas and Charles were charter members of Stuart Acacia Masonic Lodge, which was organized in Jensen. Thomas was the second Grand Master, followed by his son, Charles, as third Grand Master.

- ★ [CAPTAIN BENJAMIN HOGG] came to Stuart before 1880 and sailed back and forth to the Bahamas and Cuba, securing pineapple slips for the early settlers. He built his home on Sewall's Point, on the St. Lucie River. This property, now owned by Mrs. Leonard C. Childs of Chicago, and called "Castle Hill," has one of the most interesting histories in the area.
- ★ [CAPTAIN THOMAS HOGARTH], a native New Yorker and Civil War veteran, spent most of his life in Indiana, but in 1890 he and his wife, a sister of Mrs. O. O. Poppleton of Poppleton Creek, began spending their vacations here with the Poppletons.

Soon after the turn of the century, the Hogarths moved to Stuart and the Captain built a fine house on the riverfront between the Harry Dyers and the J. R. Pomeroys, where he planted five acres of pineapples.

Realizing the need for a cemetery, the Captain started a subscribers list to purchase the Larry Wright land (the present Fernhill site), and in 1908, he was the first to be buried on the hill which his daughter-in-law had named "Fern Hill."

During their first winters here, their son, Arthur T. Hogarth, and his family often visited. When Arthur, like his father, a railroad engineer, was ready for retirement in 1904, he purchased a twenty-five acre tract of land on which he built a house overlooking the river, calling it "Bonnie View." He put in pineapples, and later opened the first realty office in the first community church building, which had been vacated for new quarters. Arthur Hogarth's property is now Coconut Park.

★ In 1876, before he was twenty-one years old, [R. D. (CAPTAIN BOB) HOKE] paid a visit to the Jensen area which apparently made quite an impression on him. He returned to Illinois and moved on to Dakota. In

South Dakota, he met Elvira Shultz and married her on New Year's Day, 1884. He took her back to Illinois, leaving her there to come to Florida with his brother that spring, to build a Florida house.

It is reported that he and Captain Thomas E. Richards brought the first pineapple slips from the Keys to this area, thereby launching the pineapple industry which grew to the point where Jensen was known as the Pineapple Capital of the World.

The first planting venture, on Hutchinson Island, proved a dismal failure, as the plants grew into red spikes and bore no fruit. However, when the plants were taken to the mainland, at Jensen, they grew like wildfire.

Mrs. Hoke's health finally resulted in Captain Hoke selling his share in the "Blue Diamond" – the brand name they used in shipping the produce from seventy-five acres of pines. During his stay in Florida, Captain Bob built a houseboat for Colonel Robert M. Thompson, of New York (his Florida business partner), and he later spent much time aboard this vessel, the *Everglades*. It was elegance to outdo elegance, and was skippered by Captain Tory Canova, when Captain Bob and Elvira went back west.

★ [EDWARD L. HOSFORD] was born in Bristol, Liberty County, Florida, in 1870, and moved to West Palm Beach in 1891, where he was employed by Henry Flagler on the gardening staff of the Royal Poinciana Hotel. In 1909, Hartwig N. Baruch, brother of financier Bernard Baruch, engaged Ed as caretaker of a winter homesite on the then almost inaccessible reaches of Sewall's Point.

Ed Hosford is sometimes referred to as Sewall's Point's original landscape architect, as his love of tropical trees resulted in beautifying many gardens in Martin County.

Ed and his wife settled down for thirty-seven years at Baruch's Bay Tree Lodge, and turned it into a tropical paradise with thousands of beautiful plants. As he had wished, Baruch's place became the most famous on the Point. After Baruch died, the property was purchased by Robert S. Cheek, and Ed stayed on, continuing to develop its landscaping. The property was finally purchased by Willard M. Kiplinger, for the Kiplinger Washington Editors, Inc., who still own it.

When Ed Hosford felt it was time to retire, he went around to see all of his friends, giving each one a palm tree, a cycad, or some equally lovely plant. Ed Hosford died in West Palm Beach at the age of 90, but left a legacy of beauty in Martin County.

★ [JOHN L. JENSEN] arrived in the Indian River region via paddle wheel steamer in 1880, from Denmark, by way of New York. Coming as far as Titusville by train and then proceeding to an area he thought he might like, he met, en route, Captain Thomas Richards. Richards had already established himself and his family in Eden, in 1878.

Jensen liked what he saw and those he met, so he continued south

along the Indian River's western shore until he spotted the gently rolling hills of the Jensen Beach area.

Staking his claim and setting out pineapples, Jensen applied for his homestead patent for "138.72 acres" on the western Indian River shore. The patent was granted in 1887. An enterprising man, John Jensen envisioned a town, and had a portion of his land surveyed so that on May 10, 1894, the present business section came into being. On January 18, 1926, Jensen was incorporated.

★ [MORRIS JOHNS] was a young bachelor from Cocoa when he came here in 1890, and filed for homestead papers, which were signed by President Grover Cleveland on February 1, 1894. His property adjoined the Parks family property and his first little house was on the corner of what is now East Ocean Boulevard and Palm Beach Road. Morris married his neighbors' daughter, Augusta May Parks, and, working side by side raising pineapples, they soon established a fine packing house with a dock, on the site of Atlantic Court Apartments.

As profits grew, Johns built a packing house nearer town and moved to where the Riverview Apartments stood, until they were demolished in June, 1974. In 1905, he purchased property from S. Velos Beckwith, and put in a citrus grove. In 1910, he moved his family into a two-story riverfront house. At about the same time he acquired the Flagler Avenue business building built by Will Baker, in which he had a grocery at one time, and later operated a dry cleaning establishment.

Mr. Johns occasionally guided fishing parties (as, later, did his son, Walter), and one of his delights was to toss out a baited sharkhook during the lunch hour and haul out a three- or four-hundred pound jewfish to give his guests something to talk about.

When R. Cecil Johns, son of Morris, was asked how he got into the undertaking business, we quote from the *Stuart News* 1964 Anniversary Edition, "Back before 1916, when Dad started what is now our firm, there was a man named G. S. Chesterman, whose wife ran the Necessity Shop, and he had a little undertaking shop nearby. He hardly ever had any business, but when he did he would hire me for fifty cents to help lift the departed into the coffin." Today, R. Cecil Johns and his son Ronald operate the Johns Funeral Home at 961 Colorado Avenue (Highway 76) just west of the Federal Highway.

The [REVEREND H. H. JONES], born in Iowa in 1876, moved to Sarasota before he was old enough to remember the trip, and in 1904, at the age of twenty-eight, was pastor of the Congregational Church at Eden. In 1905, he extended his missionary service along the coast to Jensen, where he organized the first Ladies Aid Society, and started a building fund by giving a turkey dinner, at his home, to raise money for a proposed church.

Before the church was built, Mr. Jones was called to New Smyrna, a

larger pastorate; but upon his return to Jensen he was overjoyed to see that the Community Church was completed.

The Reverend Mr. Jones, aided by Mrs. Jones, served in Coconut Grove, Miami, Jupiter, Mount Dora, Eden, Palm City, and for twenty-one years served as pastor of the Community Church he had started in Jensen in 1905.

★ In 1884, [DAN KELLEY] and his wife, Lisa, with their small son, Dan, Jr., took up land on the east side of the North Fork, about a mile and a half north of the Roosevelt Bridge, in the vicinity of North River Shores. He planted pineapples, and in slack time "turtled" with his friend Ernest Stypmann. Both men were expert carpenters and often worked together.

Dan planted a mango tree near the house so that when it reached maturity, it would afford shade for Lisa. Lisa did their washing under the tree and faithfully emptied the wash water around its roots. This apparently caused it to outgrow all the other trees. In May 1893, it was so loaded with fruit that Lisa sold the delicious mangoes for fifteen cents a dozen, and netted a tidy sum.

★ [LACY C. KICKLITER], born December 16, 1884, son of the Reverend Leonard Warren Kickliter and Pauline Jones Kickliter, moved to Stuart in 1902. In 1906, he married Mary Edith Baker, and their three children were Lacy, Azaleen, and Douglas. Mr. Kickliter had a varied career in the pineapple business, road construction, real estate, and vegetable growing.

Eventually he traded equipment for seventeen acres of land which he subdivided into the section now known as Eldorado Heights. In 1928, he was elected tax collector, following G. S. Moore, the appointed collector. Kickliter was returned to this office every four years for the next thirty-three years – longer than any existing county collector in the State.

At one time, he was chairman of the Selective Service Board, was a member of the Chamber of Commerce, a charter member and president of Kiwanis; was for many years a Deacon of the Baptist Church, a Free and Accepted Mason, and a member of the Independent Order of Odd Fellows, to mention but a few of his affiliations. Lacy Kickliter died November 16, 1961; Mrs. Kickliter died May 16, 1924.

Born in Warrington, Lancashire, England, in 1874, [STANLEY KITCH-ING] came to this country as a boy of ten, with his parents, Martha and Sylvanus Kitching. Sylvanus had sold his clothing store in Warrington, on the advice of his brother Walter, crossing the ocean to establish a trading post in Sebastian, on the Indian River.

The favorite story of the Stanley Kitching memories is that of his indoctrination into becoming a Florida Cracker. His parents insisted that he retain the traditional "Little Lord Fauntleroy" suit worn by proper English boys of the period. Enterprising Stanley traded it one day, down by the river, for a cast net, a pair of ragged pants, a shirt, and a straw hat worn by a young cracker. Stanley became a true Floridian.

When he was twenty, Stanley came to Potsdam at the suggestion of his Uncle Walter, and opened a small store just north of the Stuart Feed Store, where he sold cold drinks. The store "grew like Topsy" and might be considered the predecessor of our modern drug store. He eventually built it into a dry goods and department store when he went into business in 1923 with Ben Eckess. The old Stuart City Hall was on the site of the old store. In addition, Stanley ran the ferry boat, transporting people across the river, including the minister who came from Fort Pierce to conduct Sunday services.

Stanley bought, from Ernest Stypmann, the area from the Youth Center up to the Downtown Stuart area, and from the Florida East Coast tracks to the river's edge, adjoining Uncle Walter's property. He ran the first automobile agency for Barco Motor Company of West Palm Beach,

and in 1912, sold his first car to Ernest Stypmann.

In 1910, Stanley organized the St. Lucie River Yacht Club, which was built on the shore at the Youth Center Park. When the Clubhouse was destroyed in the 1928 hurricane, Stanley kept the organization alive for many years, holding meetings in an upstairs room in the Oughterson Building. It survived mainly as a poker club. It was from this organization that Stanley acquired the title of "Commodore."

Commodore Kitching came to be known as "Mr. Stuart." He organized the first Chapter of the Izaak Walton League, the Board of Trade (later the Chamber of Commerce), and the first Episcopal Church in the city. He helped get the Stuart Woman's Club started, realizing that the ladies needed some outlet while the men fished. He gave the land for the Stuart Youth Center.

Commodore Kitching's great love was the water, and his never ceasing fight for a deeper St. Lucie Inlet, for the Intracoastal Waterway, and for the St. Lucie Canal and Okeechobee Waterway – making passage possible from Stuart on the Atlantic to Fort Myers on the Gulf of Mexico – earned him the title "The Grand Old Man of the Waterways." He served the Florida Inland Navigation District Board faithfully for thirty years, for twenty years as chairman.

Commodore Stanley Kitching is reputed to have been Stuart's first iceman, starting his retail ice business May 5, 1902, bringing the ice from

West Palm Beach and making house-to-house deliveries.

In 1923, when he was fifty, the Commodore married Naomi Neal of Cleveland, Ohio, and it was she who, in 1962, had a Joy Postle mural given to the Stuart Woman's Club in memory of her husband.

Kitching lived to see, and to help in the incorporation of Stuart in 1914, the establishing of Martin County in 1925, and the opening of the bridges across to Hutchinson Island in 1958. He was eighty-seven when he died in 1961.

*Born in Leeds, County of York, England, in 1846, and educated there, [WALTER KITCHING] joined in partnership with his father, in his broker-

age firm which maintained offices in New York, London, and Leeds.

His parents, Joseph and Sarah Broster Kitching, were Quakers, who could trace their ancestry to 1066, the time of the landing of William the Conqueror.

In 1867, young Walter set out to seek his fortune in the great new country, America. Before reaching Florida, he tried Texas, Kansas, Arkansas, and even made an attempt at teaching Indians, in whom he had always had an intense interest. He moved to Wabasso in 1882, to homestead on the Indian River. In 1883, he bought fifteen acres from the government, and settled on the south shore of the St. Lucie between the

He met Emma Michael of Orchid Island, Wabasso, in 1893. Miss Michael, a graduate of Teacher's Seminary, Frostburg, Maryland, had come to live with her brother John, who had homesteaded there. Emma and Walter were married at Wabasso on February 23, 1894.

Stypmanns and the Besseys.

In 1887, Kitching made a trip on the Indian River with S. F. Travis of Cocoa, in the sloop Wave with a load of merchandise, calling at every house along the waterfront. The experiment was a success, so they formed a partnership, built a two-masted schooner fifty-six feet long and carrying a good stock of clothing, piece goods, shoes, groceries, drugs, and kerosene. Kitching's boat, the *Merchant*, sailed between Jupiter and Cocoa taking between thirty and forty days for the trip, and it was not necessary to watch for her. Walter would blow the conch shell to announce his arrival in plenty of time for the word to spread. The shoppers lined up on the waterfront and went aboard her from their little boats.

Uncle Broster Kitching, as he was known affectionately, came here in May 1892, to look after the interests of his brother Walter, who was planting two acres of Egyptian Queen pineapples. The land was cleared upon Broster's arrival, and as soon as the Queen slips – which cost five hundred dollars per acre – were delivered, Uncle Broster got right to work planting this fancy variety. In 1894, while the town was still called Potsdam, Broster Kitching was made Postmaster, retaining the position through the town's renaming. The Post Office was located in Brother Walter's store.

Kitching, a far-sighted business man, continued his trade on the rivers while he negotiated with Henry Flagler to bring the railroad through Potsdam – later Stuart. According to one source, he gave the railroad company land for the right-of-way and this, plus the promise of trade from the small but thriving community, won the day for Kitching. The line was brought to the north side of the St. Lucie, and the Potsdam station was established at a point called Goslingville or Wa-Wa.

According to a second source, after the railroad came through, Kitching discontinued his floating store. He then enticed the railroad company into constructing a ferry landing, the railroad to use the landing for loading and unloading supplies, along with his, as he ferried people around the waterways. In 1896, Walter Kitching built his first store, adjacent to the side tracks and ferry landing. It carried general merchandise of every

description. This store and the ferry landing were at the river end of the

present Flagler Avenue.

According to Walter Kitching (in the 1964 Anniversary Edition of the *Stuart News*), "I offered the railroad \$200 in cash and all the land they would require if they would give us a railroad dock and depot on this side. They accepted the land, built the dock, siding and depot opposite my store, and also brought the Potsdam express agent here. Then, by petition, the name of our Post Office was changed from Potsdam to Stuart."

Business man, philanthropist, Walter Kitching donated land for the Danforth House, Stuart's first hotel, run by the Besseys. He donated land for the first Methodist Church, and became president of Stuart's first bank, The Bank of Stuart, in 1912 or 1913. He was at one time or another Justice of the Peace, Notary Public, Superintendent of the Methodist Sunday school, and played a major role in establishing Stuart as the leading community of the area.

Walter Kitching died at the age of eight-six, on August 20, 1932; Emma Kitching died at eight-one, on December 21, 1951. Their daughter, Josephine, Mrs. John E. Taylor, lives on the original Kitching property overlooking the St. Lucie River, in the house built for her, by her father,

when she married John E. Taylor.

★ [A. P. "BERT" KRUEGER] was Stuart's first pilot, his interest in aircraft having begun in 1917, when he was sent to Texas with the Army Signal Corps, and learned to fly. He was transferred for further training in England before flying in France and Germany.

In 1920, Krueger returned to Stuart, purchased two HS-Curtis flying boats and converted them for passenger service. He built a hangar near the mouth of Krueger Creek and here the big craft would take off and land.

In 1921, Krueger "barnstormed" on Long Island but returned to Stuart in 1923, constructed a second hangar near the Lighthouse, and once more settled into passenger service and routine flying. He was forced to begin all over when the 1926 hurricane blew down both hangars.

In late 1926, Bert cleared the first Stuart Airport in the area near Broadway and East Ocean Boulevard, making a twenty-five hundred foot landing strip running north and south. Here he established the first air mail service in the area. Two years later, he established the Krueger Airline with two hangars in the Snug Harbor area, and for a time maintained a flying school and passenger service. In 1931, when things weren't going as well as expected, Bert began flying South Americans to the United States, a service later taken over by, and included in, Pan American Airways.

In 1941, Krueger appeared before the Martin County Board of Commissioners proposing that the Commission purchase property for an airport in South Stuart. The Commission agreed, the U. S. Air Force liked the idea, and the field became the Martin County Airport at Witham Field, named for Homer Witham, one of the first Stuart men killed in action in World War II.

At sixty-three, Bert Krueger purchased a Ram-Jet helicopter and taught himself to fly it, much to the consternation of his family and friends. No wonder Stuart named him "Mr. Aviation" – he and Hugh Willoughby bought, sold, and flew planes in Martin County when most people still felt that flying was akin to sin – defying, as it did, man's natural habitats: land or water.

♣ Born in Berlin, Germany, in 1859, [A. R. KRUEGER] came to New York City in 1880, and arrived in Stuart in 1886. Always well-dressed, wearing his stiff, city collars, fancy tie, and derby hat, he was called "The Dude." He met and married Anne D. K. Spiers, who had come here in 1891, to visit the Hogg family. He bought eight acres of land adjoining Otto Stypmann's property and planted pineapples and citrus, plus running a sawmill.

Albert made the small creek, which today carries his name, navigable, and built his house overlooking it, as, being a late arrival, he was unable to purchase any waterfront property. Today, Krueger's property lies within the St. Lucie Estates area, Krueger Estates, and the Broadway Section.

★ The notorious [ASHLEY GANG] hailed from the west coast of Florida, arrived in Pompano in 1904, and moved to Gomez around 1911. On December 29, 1911, in the Everglades, twenty-five miles west of Fort Lauderdale, a Seminole Indian, De Soto Tiger, was found murdered and John Ashley was accused of the crime.

The gang – John Ashley its leader, Hanford Mobley, Ray Lynn, and Bob Middleton – robbed and plundered the area from 1911 to 1924, when the last one was killed. Bob Ashley, one of the brothers, was killed by the law; Ed and Frank were lost at sea October 21, 1921.

The end came for the Ashley Gang on November 1, 1924, at the Sebastian Bridge, in a shoot-out with law enforcement authorities. Ashley, Mobley, and Lynn were buried with Salvation Army services and laid beside Pa Ashley in the sand hills of Gomez, beside their new house.

♣ [A. L. (ROY) LANE], a native of Lewiston, Maine, came here in 1898 by canoe with another man, and stayed at a fishing camp in Rio. Married in 1903 to Mabel Rose Gregg, in Fort Pierce, he was an expert motor mechanic. The two-story house he built on Colorado Avenue, across from what was Ulmer's Garage, now gone, was owned by the Hazlewoods after the Lanes and their five children moved to another house.

Madge Emmy Lane, who was three years old when they lived in the two-story house, was born in "a little brown house that belonged to Mrs. Porter right where the Dehon Building is now." The roads then were "only narrow trails — and dusty." Over those roads Madge Lane (now Mrs. Kingsley Smith) remembers going to school in the wooden building behind the Courthouse through the first four grades. Mrs. Edward Mapp (who had come here as a bride from Minneapolis in 1914) was her teacher in the first two grades, and the much-admired Miss Penelope Geiger taught her in the third and fourth. She went next to what is now the Middle School, for

grades five and six, with Miss Elizabeth Towles as her teacher.

"The only time I was away from Stuart until I was married and went to North Carolina," Mrs. Smith recalls, was the year she was in the seventh grade, and attended St. Joseph's Academy in St. Augustine, with her older sister — Eleanor Elizabeth. The three Lane boys were Danforth Gregg, Samuel Everett, and James, who died in his first year.

Sewing and doing embroidery from the time she was seven, making doll clothes, "and pulling threads on pieces of linen to make handkerchiefs for Christmas presents," were occupations for a small child, but by the time Madge was twelve, Grandmother Gregg's sewing machine – that had come with the family from Michigan – was turned over to the two Lane girls, and a dressmaking career was launched in the community. Grandfather James F. Gregg was in the lumber business, and worked as a surveyor. He was also the first City Clerk of Stuart.

Madge Emmy Lane married Kingsley, youngest son of Mr. and Mrs. Earl Paul Smith, who came here from New Hampshire in 1923 with their sons, establishing E. P. Smith and Sons, Painting. Kingsley "was a painter all his life –" and still in the family business with his brother Mark, when he died, October 20, 1972.

★ [CHARLES LEIGHTON] of Aberdeen, Scotland, and his wife, Rose Leighton of Staffordshire, England, came to the Palm City area in 1914. They planted pineapples and "farmed and groved."

In 1917, the pineapple industry being on the decline, Leighton left to work in the mills, not returning until after the First World War.

★ How blessed I have been. I knew those keepers of the House of Refuge, the Besseys and the Reas, and I used to climb the steep stairs to the second floor where the rows of cots were awaiting the wrecked seamen who so seldom came.

They're planning to restore it now as a national historical place to what it originally was, a functioning unit of the U. S. Life Saving Service. One thing they cannot restore, which was so much a part of it, is the impressions of a boy: here was an austere and lonely building, sturdily and simply built, where a succession of keepers and their wives waited so patiently to be of service to mankind. That spirit of dedicated service to humanity is the priceless intangible which makes this place a living part of America's Bicentennial.

History, of course, is people – a parade of them stretching back as far as our memories go, so each of us is really "an historical time capsule." We remember. I remember so much about the good people and kind people of Stuart when my father first brought us here in 1913.

He was [HARRY L. LYONS], a journeyman printer, newspaper editor, and later real estate developer, born at Keokuk, Iowa, on March 13, 1872. His was a restless spirit. He loved fishing and hunting, hated authority, was fiercely proud of his Scottish ancestry. He used to tell me that the first

member of the family to come to what is now the United States was Lt. William Lyons, a graduate of the University of Edinburgh, a surgeon attached to General Howe in the capture of New York. After the Revolution, the family became established at Simcoe, Canada, where the old brick home still stands. Another William Lyons was aide-de-camp to William Lyon MacKenzie in the ill-fated Canadian Rebellion and fled to Oregon when Queen Victoria put a price of two thousand pounds on his head. There at Coquille, near Coos Bay, he started a lumber mill and store.

Dad's father was Charles Lyons, for a while a partner with Henry Clews, the New York stock manipulator; his mother was Isabel McKay of Dumfries, Scotland. The family had its ups and downs and Harry, one of six brothers and sisters, was "farmed out" when he was thirteen to the care of his grandfather, a strict disciplinarian, in Oregon. He lost an argument about going to church instead of going hunting one Sunday, ran away to sea on the *Star of Seattle*, a full-rigged sailing ship which established the first salmon cannery on Kodiak Island in Alaska.

Peripatetic was the word for my father. He was always restless and on the move. He was ship news reporter for the *Honolulu Advertiser* when he was eighteen, lived with the natives in a grass shack, spoke Hawaiian fluently, and, because he had a slight cast to his left eye, was known as "Oleona-mucka-low-low," which means "Lyons With the Crooked Eye." He was a member of Tim Murray's squad when they drove the natives to Diamond Head and seized the islands from Queen Liluokalani.

As a journeyman printer, known as a "swifty" in the days of handset type, he printed a newspaper on a Washington hand press for Judge Faulkner at Perry, Florida, in 1892, had to run a pot-still first to prove he wasn't a "revenooer."

He and his brother, Ernest, started the *Laurel Ledger*, now a flourishing daily known as the *Laurel Leader* at Laurel, Mississippi, in 1904. He married my mother, Josephine Fulton, at Tupelo, Mississippi (her father had been a lieutenant in the 12th Mississippi Cavalry), and I was born at Laurel on March 4, 1905.

Our family, like his, had its "ups and downs." While Dad pursued newspaper or land development schemes, we lived successively at Lumberton, Mississippi; Kalamazoo, Michigan; Missoula, Montana; Seattle, Washington (where my sister, Isabel, now Mrs. Phillip Williams of Stuart, was born in 1911), Stuart, Miami, again Stuart, Chicago and Evanston, Illinois, then finally Stuart for good.

I went to grade schools all over the country, including Stuart, and was finally expelled as a sophomore from Evanston Township High School, which suited me fine since it gave me more time for fishing and hunting.

Dad was perennially broke or in the chips. He always had his own way and one of the things he insisted on, broke or flush, was plenty of time for hunting and fishing. That's what brought him and us to Stuart – and back time and time again – but is wasn't only Stuart. I owe to him my love of the outdoors engendered by countless fishing trips in the South, the far West,

the Northern lakes and the wonderful unspoiled North Fork and South

Fork of the St. Lucie when they were virgin and pristine.

His greatest success was in real estate, in the development of Kenilworth, north of Evanston, for McCuire & Orr, and as a partner in Lyons, Atkin & Innes, sales agents for St. Lucie Estates in Stuart during the Florida boom. He was one of thirty men who put up \$1,000 each as the "kitty" to influence the Florida Legislature for "creation" of Martin County in 1925. He sank every dime he had in an ill-fated subdivision called "River Forest" on the South Fork just as the boom collapsed.

We moved to California in 1928. Dad, Mother, and Isabel returned to Stuart in 1929, where he tried to make a "comeback," but the odds were hopeless and he spent the rest of his life roaming the woods, streams, and

ponds he loved, hunting and cane-pole fishing. He died in 1951.

I returned to Stuart in 1930, after having been a reporter for the Sierra Madre News, the Pasadena Post, and associate editor of The Carmelite, at Carmel near Monterey, where I had spent part of my boyhood. In ways I was like my father, for wherever I was I always found time to go fishing. In the California interlude, I caught trout and steelhead in those wonderful cold water mountain streams and even managed to catch a Tyee salmon of thirty pounds in the Campbell River of British Columbia, winning a button from the Tyee Club, whence came the Sailfish Buttons idea for Stuart Sailfish Club.

The year of my return was in the very depth of the Great Depression. I applied to Ed Menninger for a reporting job on *The Stuart Daily News*. "Young man," he said, "if I was to give you a job you would be the last straw

that would push my nose under." So I went fishing – for a living.

Believe me, there is a difference in fishing for fun and fishing for a living when you are dead-broke. I couldn't buy an engine. So I got up every morning at four o'clock and rowed down to the inlet. Thank God for the East breeze; I sailed back every afternoon with a croaker sack sail and would toss from 100 to 200 pounds of rod-and-reel-caught jumbo sea trout, snook, and channel bass on the scales at Merrill's Seafood House at the foot of the old concrete bridge in Stuart. I had callouses half an inch thick on my hands. What terrible times! The market went out of the fishing business and I spotlighted the poor little 'coons in the swamps at night, dressed the carcasses and sold them door to door next morning in what is now East Stuart.

I started working as a reporter for *The News* in 1931 and hadn't stopped forty-three years later. Because I liked to consort with criminals and bootleggers, it must be said that I was probably the best crime reporter the paper ever had. I became advertising salesman, bill collector, advertising director, and, finally, the editor some two or three decades ago.

The News was a daily until 1938, was purchased by Gordon Lockwood in 1957, became a semi-weekly, was acquired by Scripps-Howard Newspapers in 1965, became a daily again in 1973. It was started by Will Hawley Stevens on a borrowed five dollar bill in 1913, has been in continuous publication now for sixty-two years.

The newspaper has been signally honored through the years by state and national press associations. Among its major contributions have been outstanding special editions, including the 25th Martin County Anniversary edition in 1950, an edition signalizing the 50th birthday anniversary of the paper in 1964, and we plan a wing-dinger historical edition on the county's 50th year in 1975.

I married Clarissa Elizabeth Ezelle Gober of Fort Pierce, an English teacher at the high school there, in 1937. We live in an old frame house, the first built in Stuart west of the railroad tracks, and our living room was Stuart's first school. The old house has many memories. The late Walter Johns, first white baby boy in Stuart was born there; so was Cecil Johns,

and so was Jim Littman.

Our children weren't. William Lyons, a biologist in the Marine Lab at St. Petersburg, and Mary Lyons Gould, in public relations at Atlanta, were born properly, modern-style, at Martin Memorial Hospital. That's the great gulf between today's generations. About everybody over sixty and some few younger were born at home in bed. To that we owe the serenity of our senior citizens and the discombobulation of the rest.

We have four grandchildren, Deborah Anne and Mary Frances Lyons

of Port Salerno, and Howard and Matthew Gould of Atlanta.

About me? I love fishing and writing, and it seems like both have been going on forever. I had a school news column in the old *Stuart Times* in 1916 when I was "nine going on ten" in the Fourth Grade at the old Stuart school, now part of the courthouse. Sold my first magazine story when I was fourteen to *Outdoors*. Financed my fishing trips in the Twenties with "pulps" sold to *Adventure* magazine, was proud as could be when a story in *Esquire* was accorded honorable mention by Edward O'Brien of Oxford in his *Best Short Stories of 1937* anthology. Appeared in *Good Housekeeping* with a novelette called "A Blade of Grass." Was highly pleased with the wonderful reception of a book of newspaper columns, *My Florida*, illustrated by Jim Hutchinson, published 1969, still in print, and the *Stuart Fishing Guide*, published from the Early Thirties to the present.

But mostly it has been millions of words about that parade of people which makes up the life and history of a small town. I remember when the windmills clanked and the kerosene lamps gave off a soft glow – when everybody knew everybody else and the whole town would be like one big family going down in their boats to picnic at the Old Pavilion on the island

near the House of Refuge.

The old were so kind to the young – and here's a boy grown up who still appreciates it. Dear old "Aunt Emma" Kitching teaching me to sing "I'm Jesus' Little Sunbeam" in the Methodist Sunday School; our temperance lady, Mrs. Cynthia B. S. Haney pinning the White Ribbon on my shirt while I recited the pledge never to touch Demon Rum, which I may have broken along the way; Judge J. B. Adams in his little white cottage teaching me to stuff fish and snakes; Old Man Roebuck taking me deer hunting; J. I. "Ike" Craig of the Old Dominion Pinery letting me pick all the ripe

pineapple I could tote and giving me bass-fishing rights to his pond; Colonel O. O. Poppleton letting me go along on the houseboat to tend to the bee hives; John Hazelwood, wise in the ways of the wild, telling me the secrets of the 'coons, the otter, and the wildcats...

Sometimes when I get in a crowded supermarket and don't know anybody, I wonder: "Where have all the people gone?" That's the way it is with

us old-timers who are walking alone at the tail of the parade.

I remember the great wild wonderful river, with the tarpon leaping and the alligators plunging from the banks, the beautiful, lonely secret places up mangrove creeks and in the headwaters – and all the houses and

the people that are crowding in on them make me a little sad.

That is the way it is with us newspaper editors: we boost, promote, and push for progress, yet we hope there'll always be wide open spaces and fine fishing left. I hope there will. It brought my father here and it caused me to stay here when I could have left a dozen times to take better-paying jobs in some awful city. What's making Stuart grow is the flight from the cities to enjoy a better way of life. I like to think that I have enjoyed it to its fullness without waiting to retire.

Newspaper work is fun and, like history, it is mainly people. We have the bound volumes of more than sixty years of continuous publication of this newspaper since 1913, and we like to brag that it is the complete history of our people – their births, marriages, deaths, and the events which

affected them.

In this we err slightly. James P. Lees, the grandfather of Mrs. Kenneth Stimmell, the former Edna Peck, produced several issues of *The Eagle* on his home printing press out on the South Fork before our progenitor came along, but we have never been able to find a copy. Also, the *Titusville Star* and the *Palm Beach Sun* featured North Palm Beach County news about us.

But I have been privileged to know every editor (including Mr. Lees) who produced the succession which became *The News*: Ed Menninger of the *South Florida Developer*, who bought *The News* from Ray and Carlton Clyma, and, of course, "Uncle Will" Stevens of *The Times*, to whom I used to race my school news running barefooted down a sand trail which amazingly became the four-laned U.S. I of today; Charles S. Miley, still with the *News-Tribune* at Fort Pierce, editor of *The Stuart Messenger*, successor to *The Times* – and their reporters and printers and printers devils.

It has taken a heap of dedicated people to cover the news through the years and although some of them have shoved off into history, their good works remain – like Mary McDonald Hartman's Stuart Woman's Club building for which she worked so hard, and the community swimming pool just now coming into reality which Zola Swarthout started. Ed Menninger secured Stuart's Memorial Park and 8,500-acre Jonathan Dickinson State Park when he was editor. *The News* in fairly recent years launched the campaign which resulted in St. Lucie Seashore Park.

We have two mottoes: On Page One "The Newspaper That Serves Its Readers" and on the Editorial Page "Give Light and the People

Will Find Their Own Way." We try to live up to them.

An editor, of course, should always remain a reporter, but he is entitled to an opinion or two. My concluding opinion, for what it is worth, is that it is going to take a lot of work and dedication to save our charm and beauty as people inevitably come crowding in. I think it's time to ditch that slogan "Sailfish Capital of the World" and adopt "Stuart, Where Peace, Quiet, and Natural Beauty Are More Important Than Money."

Addenda: Master Mason, member of Acacia Lodge for 30 years; Rotarian, 33 years, past president Stuart Rotary Club; founding president and member Florida Outdoor Writers Association; member Outdoor Writers Association of America; winner numerous awards in the conservation field, including Florida Chamber of Commerce Gold Medal, Florida Wildlife Federation Gold Medal; and Freedoms Foundation Bronze Medal. Hobbies: Growing platyceriums and collecting books on Florida. Wife's hobbies: growing orchids and pursuing genealogy.

By Ernest Lyons

*[EDWARD MAPP] and his wife, Vivian, arrived here in 1912 from Duluth, Minnesota, where he had worked as a printer for the *Duluth Morning Herald*. The trip from Duluth to Palm City was actually the Mapps' honeymoon, as immediately following their wedding they left for St. Paul, where they boarded a side-wheeler river boat for St. Louis, Missouri, there to board a train for Stuart and finally Palm City. They came to plant a citrus grove on their property which was in the St. Lucie Inlet Farms, on the South Fork of the St. Lucie River.

The Backus, Fuge, and Bassett families, all from Minnesota, had already built houses in this area and were developing their properties.

These were the days when there was but one automobile in Stuart, there were no paved roads, and ferries operated between Stuart and Palm City, and between Stuart and the north side of the St. Lucie.

Edward Mapp soon found himself commuting to Stuart, in his own boat, to help set type for William Stevens, owner of the *Stuart Times*, Stuart's first weekly newspaper. He also transported the South Fork school children to Stuart so they might attend school in the old part of the present Courthouse, which was the first school. When Edward Mapp died, in 1971, his widow moved to Atlantic Court Apartments, across East Ocean Boulevard from the church that started in their Palm City home, the First Church of Christ, Scientist.

Coming to Stuart from Waukegan, Illinois, in 1916, with his wife, Kate, and their family, [DR. ORRIN P. MAXSON] purchased several lots from Hubert Bessey in the Bessey Addition. An 1883 graduate of the College of Physicians and Surgeons in Chicago, the doctor's intention was to read, fish, and enjoy life. To assure himself of this mode of living, he did not open an office. But people just seemed to find their way to his home, and he never refused to see anyone.

At one time, it appeared that the doctor's skills would never be used or known because of the big January 1916 fire. The Maxsons were renting the James Weihl residence while awaiting construction of their house. The Weihl residence and everything in it was completely destroyed, including the doctor's instruments. Replacements were purchased...a good indication that his retirement was half-hearted, and by the summer of 1916, with the fire behind them, the Maxsons were settled in their new home.

Both Dr. and Mrs. Maxson died in 1938, in North Carolina.

❖ On August 15, 1900, [DR. NATHANIEL MC CLINTON] bought approximately three acres of land just south of the Jensen Beach Environmental

Center, fronting on the Indian River.

Dr. McClinton had come to retire and to leave behind him the rigorous winters of Sanilac County, Michigan. He owned the land and was already growing pineapples on it when he and his wife arrived to stay. Neighbors helped him build his house and by 1902, he not only had a good crop of pineapples but a waiting room filled with patients.

Before his death, in 1927, he was known as the Doctor-on-horsebackfoot-boat. No patient was too far away for him to reach. Mrs. McClinton died the same year, and their three children retained the property until 1941, when it was sold. It is the site of the Royal Poinciana Cottages, in

Jensen Beach, today.

★ [JACKSON BEAUREGARD MC DONALD], Stuart's first mayor, was born October 28, 1862, in Saline County, west of Little Rock, Arkansas, the son of Judge Daniel J. and Mary Laurence McDonald. He died in Stuart, after thirty-six years here, on August 1, 1948, in his eighty-fifth year.

His grandparents - James McDonald, born on the Isle of Skye, and Nancy Bailey Mize - had left Scotland in 1784 and settled in Elbert County, Georgia, moving to Franklin County, where his father was born.

Following graduation from Nenton, Arkansas, High School, Jackson McDonald attended the University of Little Rock and Hendrix College, being graduated in 1896 with a degree in theology. He joined the Methodist Conference as pastor of the North Little Rock Church, remaining until 1900, when he transferred to the Oklahoma conference. Moving to Muskogee, in that state, he founded a Woman's College and entered the real estate business, after "dabbling in the newspaper business and not finding that kind of work to his liking."

In 1898, he had met, wooed, and married Mrs. Elizabeth Kerr Taylor, a native of Clarendon, Arkansas, a widow with a young son, John Edwin

Taylor. The McDonalds had two children, Jack and Mary.

The Reverend Mr. McDonald served as an elder in the Methodist denomination for eight years, leaving Oklahoma to settle in south Florida because an Oklahoma doctor had warned the family that unless he moved to a much warmer climate, young John E. Taylor had little time left to live. (Elsewhere in this volume it is recorded that John E. Taylor, one of Martin County's busiest and most distinguished citizens, lived for eighty years.)

His years as a Methodist evangelist, and his work as business manager of a church college during the Oklahoma boom, were just what J. B. McDonald needed to assure success when he moved to Florida in 1912, and joined former Oklahoma associates in the promotion of Palm City Farms. The successful real estate business which resulted is still carried on by his grandson, Ralph Hartman, Jr., son of the McDonalds' daughter, Mary.

When Stuart was incorporated, Jackson B. McDonald was elected to be Mayor. When Martin County was formed, he was its first "Superintendent of Public Instruction" - having earlier served an unexpired term as Palm Beach County School Superintendent. Two Chambers of Commerce benefited by his terms as their secretary – those in Sebring and in Fort Pierce.

A member of the Odd Fellows for more than fifty years, a Shriner, a 32nd degree Mason, he was also active in Scouting. An appreciation, published in the Fort Pierce News Tribune at the time of his death, in 1935, observed that "Men like McDonald don't need to have a memorial of hard, cold stone erected as a tribute to a useful, fruitful life. Their deeds, their good influence on a community and on the hearts and lives of their fellowmen will pulsate through the years of memory as a tribute more real, more worthy, more productive than any of wood, stone, or metal."

Daughter Mary married Ralph W. Hartman (for nearly a quarter of a century Stuart's Postmaster, the longest term of anyone since Otto Stypmann was appointed in the pre-Stuart days of Potsdam), in 1892, and was for many years society editor of the Stuart News, in addition to keep-

ing a capable hand on her father's real estate business.

Her brother, Jackson H. McDonald, was born "on the third day of the new century" - January 3, 1900 - in Checotah, Indian Territory, being twelve years old when the family came to Stuart. After he graduated from Stuart High School in 1918, he entered the University of Florida, where he was a member of the Student Army Training Corps and the Reserve Officers Training Corps. Active on the campus, as business manager of the University band, and student assistant in the manual arts department, he was a member of the Beta Theta Pi fraternity.

Receiving a degree of Bachelor of Science and Education in 1924, Jack returned to Stuart as coach and manual training teacher in the Stuart High School, later being appointed principal. He was Martin County's first football coach, first baseball coach, and first basketball coach. He and his wife, the former Ruth Chaffee, built their home on Palm City Road and the Federal Highway, in 1925. Their only son, Jack Edwin, was born here.

After five years as principal in the Titusville High School, Jack McDonald left teaching to join the Coca-Cola Bottling Company in Daytona Beach. He was manager of the Fort Lauderdale plant at the time of his death in December, 1939. Active in church and civic affairs in Fort Lauderdale, he was president of the Rotary Club, a member of the city band, an officer of the High School Band Association, and American Legion.

Buried with military honors, in Fernhill Cemetery, after services in the First United Methodist Church, his active pallbearers were members of the Legion Post, the Rotary Club, the Coca-Cola Bottling Company, and the Park Temple Methodist Church, all of Fort Lauderdale. Honorary pallbearers were former Stuart schoolmates, including L. B. Eurit, Robert McPherson, Leeson Hogarth, and members of the football squad of which he was coach, Lon Tyson and Fred Walton, Jr.

Born in New Brighton, Pennsylvania, on July 31, 1898, the son of Leonard J. and Gertrude Chambers Hartman, [RALPH W. HARTMAN] attended Ohio Northern University after graduation from the New Brighton High School, leaving college to join the Marine Corps at the outbreak of World War I.

Following his discharge from the service, he found employment with the Merrill-Stevens Engineering Company, in Jacksonville, and was sent to supervise the construction of a sugar mill at Moore Haven, on the west side of Lake Okeechobee, remaining as general manager until the depression forced the mill's owners to put it in "caretaker" status.

Having married Mary McDonald, daughter of the Jackson Beauregard McDonalds of Stuart, he returned to his wife's home town after a brief period of employment in West Virginia. Two of the Hartmans' sons – Ralph W., Jr., and Jack – continue to make their homes in Martin County.

Owning, at different times, a grocery business and a dry cleaning establishment, Ralph Hartman was appointed Postmaster of Stuart on May 19, 1934, serving until October 1, 1958, when ill health forced his retirement. During his twenty-four years as Postmaster, he issued Stuart's first money order, watched his staff grow from five employees to twenty-six, and the receipts of his office increase from \$10,000 a year to \$100,000. During his tenure the County's first rural and city deliveries of mail were instituted.

Active in Stuart civic affairs, Mr. Hartman was a charter member of the Harold Johns Post of the American Legion, holding every office in that post. He served as Commander of the Coast Guard Auxiliary, as President of the Quarterbacks Club, was secretary of the Stuart Rotary Club for fifteen years, and held other offices in that organization. A Knight Templar in the York Rite, he was a member of Kacim Shrine, Roanoke, Virginia, belonged to the Scottish Rite, Lake Worth Consistory, and was a 32nd degree Mason. A member of the Sons of the American Revolution; genealogy was among his hobbies, as well as stamp collecting.

Ralph William Hartman died August 28, 1961.

♣ [ROBERT MCPHERSON], born in Scotland and brought up in Douglas, Nebraska, left there in 1890 for Florida, hoping the climate would improve the health of his son, Robert. The first stop was at the end of the railroad, then only as far south as Cocoa. Robert bought what one of his grand-daughters described later as "the swiftest bark south of old Charlestown," and with fourteen-year-old Stanley Kitching as co-pilot, sailed down the



Benjamin Parks, with three granddaughters, Fannie Stanley Jackson, Berta Stanley Stuart, and Flora Stanley Stafford.

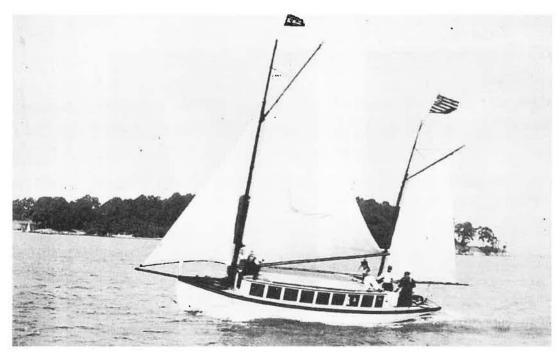


Mr. and Mrs. Harry A. Dyer.





Picking strawberries, Palm City, 1907, Crawford Corbett and wife, Flora Zelle Parks Corbett, his sister, and the Corbetts' daughter, Doris.



Type of pre-World War I pleasure craft built by Crawford Corbett.



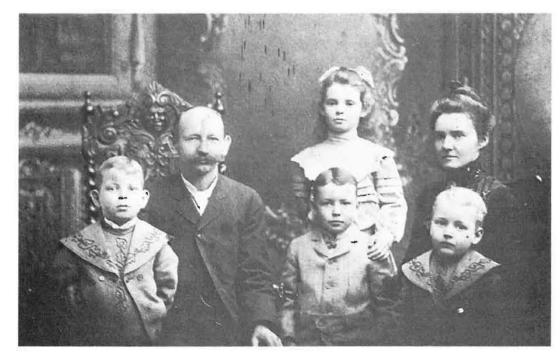
Mr. and Mrs. R. R. Ricou (Gertrude Ross).

Mr. and Mrs. N. O. Penny and children, in 1910, in their horseless carriage on Indian River Drive.

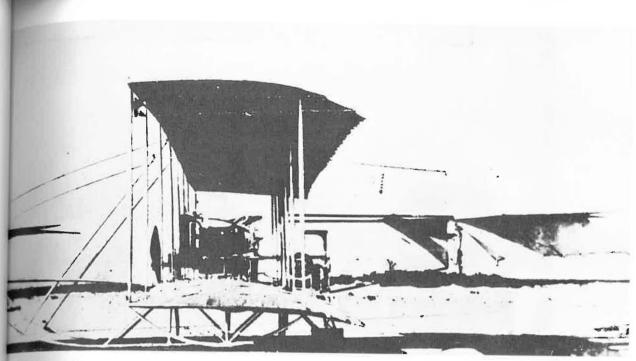




Henry Newton Gaines.



Albert Rudolph Krueger family, 1901. Standing, Janet (Mrs. Carroll Dunscombe), with brother Karl in front. Mrs. Krueger holding young George, and Albert P. on his father's knee.



Willoughby's 1909 patented "War Hawk."



Captain Hugh deL. Willoughby.



 ${\it Captain~Willoughby~exploring~Everglades}.$



Mrs. James Winter, prominent Sunday school leader and teacher.



Mr. and Mrs. Ray Robertson (Amy Kitching).



Mr. and Mrs. Frank Curtis Munch (Annie Laurie Wilson).



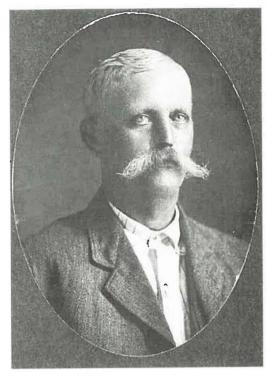
Mr. and Mrs. William D. Edwards (Annie Rose).



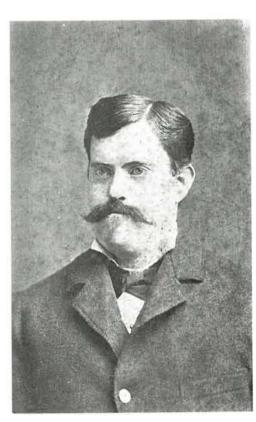
Children dressed as settlers for 1926 parade.



Mid-Rivers Country Club, Sewall's Point.



Ernst Stypmann.



Otto Stypmann.



Mrs. Otto Stypmann.

Indian River to the St. Lucie, where he purchased forty acres of riverfront land from O. K. Woods and went home.

The following year, he returned to Florida with his wife, Marcia Jane Graves, their sons Robert and George, and baby daughter, Ruth, planted pineapples, and built a comfortable house.

In 1897, their married son, Charles W. McPherson, with his wife, Belle Delaney, of Nebraska (she had gone from Iowa to Nebraska, in 1865, in the "covered wagon brigade"), and their married daughter Kate, Mrs. Homer Witham, came to Stuart. To each of these and to George, Robert McPherson gave ten acres of land, and each built a fine two-story house west of their parents' home. Later, they all moved into town. Son Robert died of tuberculosis as a very young man. Ruth married Larry Wright and left the area in 1900, to make her home in New Smyrna.

Active in church and civic affairs, Robert and Marcia watched the wilderness become a thriving community, and saw their children and grandchildren take their places in it.

About the turn of the century, they bought a home in Seabreeze, near Daytona Beach, making frequent trips forth and back on the Florida East Coast Railroad. Regular patrons were allowed to purchase thousand-mile tickets at much less than the regular rate of three cents a mile. Photographs were required on these tickets, and Robert and Marcia were so pleased with the likenesses on theirs that they had them enlarged and made into one picture, later reproduced by Earl Dyer Ricou. The original hangs in the Stuart home of one of their granddaughters, Edna Witham Coutant. Robert McPherson was one of the first in the area to change his boat from sail to motor power.

When the third generation went to school, it was more fun to walk up the riverbank, if the tide was low, than to trudge along the sandy county road that is now East Ocean Boulevard, from Palm Beach Road almost to the railroad crossing. Mrs. Coutant, daughter of Kate McPherson and Homer S. Witham, born in Douglas, Nebraska, and coming here with her parents in 1897, when she was five years old, was one of the third generation of McPhersons.

School for her here ended at the ninth grade, then she went by train to Tallahassee to attend the Florida State College for Women (which, in 1947, became Florida State University). In a theme written there about her grandfather, Edna described him as "a John Knox Presbyterian." Years later, when she went back to visit the school, to her happy astonishment, the Dean greeted her warmly as "Miss Edna," as she had been called in her student days.

Edna was the teacher in Indiantown's first school in 1911, spending the entire school year there, except for one or two special occasions (Christmas was one such), when she returned home briefly.

Her first adventure in Indiantown occurred when arrangements had been made to drive her to Indiantown in high style in the automobile owned by family friends, Mr. and Mrs. Lyle Tucker. The twenty-mile drive over an indifferent Annie-Indiantown Road went smoothly enough until Mr. Tucker decided to cut off the road and drive through a pond, as many did to cool the horses, but hardly necessary for a four-wheeled horse power! Result: Mrs. Tucker and Miss Witham sat calmly in the car in the water while Mr. Tucker went cheerfully off on foot to get his friend Dessie Bowers (Bowers Groves) and his mule team to haul the car out.

Dessie was willing enough, but, starved for conversation, living so far from town and neighbors, engaged Mr. Tucker in conversation until, exasperated, he demanded, "Are you or aren't you going to get me out of the water?" The Bowers team hauled the car out, and the two-hour trip from Stuart to Indiantown consumed some ten hours, the party arriving at eight o'clock in the evening, necessitating an overnight stay for the Tuckers. But all took it in stride in the days of the pioneers.

In Edna's class were two Platt children, four Parkers, and three Rowells. Mr. Rowell and Mr. Parker were railway engineers, and Solon Platt was a cattleman. Mrs. Parker and Mrs. Rowell were sisters.

*As a small boy, [ELWIN HAROLD COUTANT] lived at the Oak Hill House of Refuge, where his father was the Keeper. He attended Rollins College, had his first business in Orange County, which he sold, coming to Fort Pierce to work in a boatyard. Finally moving to Stuart, he met and married Edna Witham of Stuart, and opened the first real garage.

It was said that Elwin Coutant was a mechanic with a genius for fixing anything. Mrs. Coutant, thanks to her husband's know-how, had electric lights – battery powered, telephone, and running water in their Salerno home. Mr. Coutant suffered serious illness in 1921, from which he never fully recovered. He died February 12, 1966.

Mrs. Coutant and her son, Elwin, live in Stuart today in the home her mother built in 1923. She is active in civic affairs, and can sometimes be persuaded to give talks on early Stuart. The other Coutant children – fourth generation McPhersons, all – are Clyde, in Port Sewall, Catherine Coutant Folendorf in San Jose, California, and Charles, now living in Port Salerno.

*A native of Prince Edward Island and pastor of the Key West Congregational Church, the [REVEREND NEIL P. MC QUARRIE, D.D.], evangelist, arrived in Stuart in May 1909, with his family, aboard the *Evangel*, the "Gospel Navy" boat he skippered.

It was a dream of the Congregational Church's Mission Society to bring the gospel services to many inaccessible and remote places on the Florida east coast. Dr. McQuarrie took over the assignment when the *Evangel* was launched in 1907 or 1908 in Key West.

For the next eight years, "The Navy" could be seen docked or riding the waves in front of the McQuarrie home on the St. Lucie River, a residence purchased from Mrs. Thomas Hogarth.

Making his home base in Stuart, Dr. McQuarrie made many successful trips up and down the Inland Waterway, organizing Sunday schools and

churches, remaining at some towns a day or two, at others a week or more, conducting revival meetings. He was often gone for weeks at a time and visited Jensen, Oak Hill, Vero Beach, New Smyrna Beach, Miami, and the Keys, to mention but a few of his ports of call.

The dream of holding an annual Bible Conference in Stuart in conjunction with the unique "Gospel Navy" was to come true in March of 1911. These tent meetings progressed and grew for several years, but were discontinued when McQuarrie was called into a larger field of missionary work in six Southern states, and after the sudden growth of the entire east coast diminished the necessity for the "Gospel Navy."

Dr. McQuarrie died in Stuart at the age of seventy-eight, and Mrs. Rebecca McQuarrie in Atlanta, Georgia, in 1958, aged ninety-four. Both are buried in Stuart's Fernhill Cemetery.

♣ Born in Racine, Wisconsin, in 1853, [CAPTAIN JOHN MILLER] made his first trip to Florida in 1883, with Captain Nate Saunders, and decided to make Eden his home. Both men returned to Ravine and in 1884, Captain John married Annie K. Fairbairn of Hawksbury, Ontario, and, in 1886, again came to Florida with Nate Saunders. This time, he purchased twenty acres from Will Richards, son of Thomas E. Richards, and the Millers were well on the way to becoming one of the first pioneer families.

John Miller was a boat builder by trade and he built a schooner in sections – the $Mattie\ H$ – shipped it south in two box cars to Titusville, assembled it there and sailed off to Eden with his family. They lived aboard the vessel until a house could be built on the shore, then two years later, they moved into the house on the hill, the present home of their daughter, Barbara Miller Ferson.

Captain Miller planted pineapples but continued to build boats. In 1900, he built one hundred boats for R. R. Ricou. In addition, he homesteaded one hundred and sixty acres at Fruita, just north of Gomez. An old Railway Fruita sign still stands on A1A, south.

Captain Miller died at the age of ninety-two in 1945, his wife having predeceased him. Two of their daughters, Barbara Miller Ferson and Gertrude Miller Fulton, live in Eden and Stuart.

★ [BENJAMIN W. MULFORD], born February 13, 1868, in Elizabeth, New Jersey, went west as a young man, to Minneapolis, and became a successful real estate broker. So successful was he that in 1910, with life savings in hand, he left Minneapolis and arrived in Stuart via the Florida East Coast Railway (Jacksonville, St. Augustine, Key West Railway).

He knew exactly what he wanted to do and how to go about doing it: he purchased the southern half of the Hanson Grant from Henry Holland Buckman, a Jacksonville investor. The area was first called Alicia, then Aberdeen, then Mulford – for this distinguished pioneer – then Salerno, and finally, since 1959, by its present name: Port Salerno.

Mulford completed his fine house overlooking the Manatee Pocket in

1913, and brought his wife, Elizabeth Harley Powers, to live in it. Mrs. Mulford died in 1917, but the house is still standing and is the headquarters for a real estate development known as Pirate's Cove. There is some question about there having been a daughter who arrived with Mrs. Mulford in 1913.

Mulford, one of the first really high-powered, imaginative real estate developers, pioneered Port Salerno into one of the best known communities on Florida's middle east coast. By 1925, when the boom came, Mulford had lost his great enthusiasm for town site development, and had moved to West Palm Beach. All of his properties were sold at great gain, but Mulford did not live to enjoy the profits. He died in West Palm Beach in 1926.

★ In 1898, [FRANK CURTIS MUNCH] came to Jensen from Jasper County, South Carolina, and married Annie Laurie Wilson of Scriven County, Georgia. His sister, Mrs. Emily Munch Panter was already in residence, having come to Jensen from England with her husband, Hubert Panter, two years earlier.

Frank and his brother "Cassie" - C. H. Munch, ran a grocery-dry goods store next door to the Town Hall (now the Jensen Beach Community

Center). Frank and his wife lived upstairs over the store.

The family, with two children, moved to Ridgeland, South Carolina, in 1907, where four more children were born. Frank ran a barber shop and did some farming. In 1914, they returned to Jensen, where two more children were born. This time Frank had a barber shop in Jensen, and did a little bean and vegetable farming on Hutchinson Island.

In 1923, Frank moved his family into Stuart and operated a barber shop there until he died in 1954, six years after the death of his wife.

In 1964, the *Stuart News* records that there were seventeen grand-children, and seventeen great-grandchildren, some of whom, of course, are still in Martin County.

★ [JAMES AND ALICE NEAL], who moved from Espanola, Florida, to Jensen in the late 1890s, owned and operated a general store on Main Street. (The old Post Office.) Their horse and buggy delivery, extending north and south on alternating days, was a great drawing card.

Neal, Walter Kitching, and P. P. Cobb of Fort Pierce, all ordered their merchandise together, making frequent business trips to Jacksonville. In 1910, the Neal store, destroyed by fire, was rebuilt across the street.

★ Directly after his discharge from the U. S. Army in 1919, [DR. J. A. NEWNHAM] arrived in Stuart with his wife, Clyde.

The handsome, six-foot, thirty-two-year-old physician soon had patients flocking to his office as he joined in partnership with Michael G. Littman, who owned the Stuart Drug Store and was its pharmacist. He and Clyde lived for a time in the apartment above the store, but before long, they moved into a new and fashionable two-story house in the Frazier Addition.

Dr. Newnham, who had come from White Springs, Florida, was grad-

uated, in 1916, from the Atlanta College of Physicians and Surgeons, and with three years of Army medical experience was ready to settle in Stuart. His love of fishing never took him away from the care of his patients...he was devoted to medicine.

Dr. Newnham became widely known as a diagnostician, and was personal physician to many Jupiter Island residents, who paid his way quite often to administer to them when they were away from Florida. At the outbreak of World War II, the doctor was on his way to Vienna to attend a patient.

One of the founders of the first Stuart Hospital – and one of its best fund raisers – Dr. Newnham spent many hours before both the City and County Commissioners, urging them to help support the hospital.

In 1932, the doctor ran for a seat in the Florida State Legislature, and so sure was he of success that he promised that if he lost he would leave Stuart, the place he loved most. He lost; and he and Mrs. Newnham moved to West Palm Beach where he began specializing in dermatology. Needless to say, many patients traveled over forty miles of rough road to seek his care; their faith in him was tremendous.

Mrs. Newnham, with no children to rear, became interested in the social activities of Stuart: the Woman's Club, the Mozart Club, and other groups. When she and her husband moved to West Palm Beach, Stuart lost a most gracious hostess.

- ❖ One of the doctors who spent an unprofitable year in Stuart, but made a name for himself in Miami's medical history, was [J. L. NORTH], who came to Stuart, in 1909, from New York State, and is credited with having been the first pharmacist here. He operated a pharmacy and soda fountain, occupying one corner of the Stanley Kitching dry goods store near the Feed Store on Flagler Avenue.
- ★ [JOHN OLSEN] arrived from Sweden in the fall of 1893, and homesteaded his one hundred and sixty acres, planting pineapples, and in winter farming beans and tomatoes – finding an excellent market for his produce at the Royal Poinciana Hotel in Palm Beach. His property is today the Glendale Highlands and Dixie Additions, part of his original homestead.

A hard, conscientious worker, he married in 1898 and settled down to a comfortable life, becoming the first mail carrier from the FEC train – at the handsome sum of ten dollars a month – a position he held for two years. His wife absconded with an Italian section hand working on the railroad, taking their total bank balance of \$3,800.

★ [DR. JULIAN D. PARKER] came to Stuart in 1924, to join Dr. J. A. Newnham. A bachelor, just twenty-seven years old, he was graduated from the Medical Department of the University of Georgia, leaving the Duval County Hospital, where Dr. Newnham had found him. A year after his arrival, he returned to Jacksonville to win the hand of Ola Rhodes, a nurse

he had been courting, and she became her husband's office nurse.

When Dr. Newnham left Stuart, and Dr. Parker was on his own, he set up offices in a little house on the corner of Flagler and the Colorado Avenue extension. In 1940, he moved his office to 4th Street (East Ocean Boulevard). With Dr. Floyd Eurit semi-retired, Dr. Parker was Martin County's only doctor for almost a decade. It wasn't until shortly after World War II that other doctors began coming to Stuart.

An active man, Dr. Parker found time to become involved with the Chamber of Commerce, the Odd Fellows, served as a deacon in the First Baptist Church, and was most helpful to any worthwhile organization. When the new hospital was built in 1939, Dr. Parker made it his second home and is still, although in semi-retirement, serving its staff and patients with the same expert care and kindness that marked his entire career.

Mrs. Parker is fully retired now, and enjoying the area to which she and her husband have given such devotion since 1927. Yes, the Julian Parker Elementary School on East 10th Street is a living, vital, active tribute to Dr. Parker, physician and concerned citizen.

★ In 1881, [BENJAMIN PARKS] and his wife, Sarah (Sallie) Gray Parks moved from Wayne County, North Carolina, to Lake County, Florida, and, in 1891, came to Stuart. They had nine children. Their daughter Augusta was the first bride in the community. She married Morris R. Johns, and their wedding music was played by Edna Witham.

Parks, like many here before him, went right into the pineapple business. At one time, he was Stuart's Justice of the Peace, a position abolished by law in 1973.

George W. Parks, one son of Benjamin and Sallie, bought property from Ernest Stypmann on December 29, 1900, and built the Stuart Feed Store, which is still standing and has been declared a Stuart landmark. George is reputed to have had Stuart's first hardware store and first Gulf Oil agency. His children, George and Anita Parks Morrison, were born on the top floor of the Feed Store where George had built an apartment.

The complete record of the Benjamin Parks family includes the birth on January 13, 1874, in Curteen, Castlecomer, County Kilkenny, Ireland, of Julia Taylor, who came to Florida, in 1898, to join her brothers, John and Thomas Taylor, and married George W. Parks.

The Parks family was extremely active in community affairs. Gordon, another of Benjamin's sons, helped to dig the original St. Lucie Inlet, in 1890, with nothing but a plain shovel.

★ [TOM AND RACHEL PITCHFORD] arrived in the Jensen area in the 1890s. Three of their daughters, Marie, Sue, and Lucy, were born in Waveland. A fourth daughter, Rachel, was born in North Carolina. Tom's brother Blount and another brother J. J. Pitchford and his wife Kate also settled in Jensen. J. J. and Kate who were very active in the community, had six sons, Billy, Joe, Robert, Herbert, and Thomas.

The Pitchford brothers were pioneer farmers on Hutchinson Island when it was little more than a wilderness. They rented cottages on their property, sold fishing bait, were reputed to be excellent hunters, and to have had a fine collection of antiques.

★ In 1868, cattle rancher [FRANCIS MARION PLATT] of Lilly, ten miles distant from Pine Level, Manatee County, married seventeen-year-old Annie Mizell, daughter of Enoch Mizell of Pine Level. He moved his family in search of "wide open spaces" sometime later to build a large cattle ranch.

There being no roads, they followed the old Indian trails in their oxdrawn wagons, herding their cattle before them, until they found the right place: fifteen miles north of present day Indiantown. In 1899, with the help of his sons, Francis Platt built a log cabin covered with cypress shingles, which he and the boys cut out of the cypress swamp in the Allapattah Flats. They lived in that log cabin until 1912.

The U. S. Government established a Post Office in this remote area of Seminole Indians and a few incoming families, and, in 1902, Platt was appointed Postmaster. He promptly named the town Annie, for his wife. By this time, Platt had built a new house with lumber hauled by oxen from Stuart. His herd was rapidly increasing in size.

In 1902-1903 Francis, Annie, and the boys hewed trees and scrub pines, to cut an ox path through the sloughs and swamps to the Atlantic Coast at Stuart, Platt named the thoroughfare the Annie Stuart Road. It was changed to the Gaines Highway after Commissioner H. N. Gaines improved it. More recently, it was named the A. O. Kanner Highway and is on maps as State Road 76, but it is most often referred to simply as the Indiantown Road.

In 1904, Annie and son Mizell moved into Stuart for better schooling and rented a house from R. Cecil Johns. Francis bought a strip of land from the railroad crossing at Dyer's store to the river, and built a house which he sold in 1908, to Charles A. Porter, whose family still occupies it.

Until Platt built the Annie-Stuart Road, there had been one road between Annie and the coast, known as the "Old Wire Trail," extending from Jupiter to Lake Okeechobee. It can be seen today by roaming through the woods in that area. The "Old Wire Trail" was put up by soldiers, during the Seminole Wars, as a vital communications link between companies of men. It was strung like a Christmas tree, with insulators hung on pine trees to hold the connecting wires.

Although the Platts were the first white family to settle in the area, by the time Francis sold his ranch and six thousand head of cattle in 1924 and moved to West Palm Beach, the area was already called Indiantown.

Francis Platt, always a rancher at heart, retained a plot in the area he loved so much, and returned to it for vacations, to ride in the woods, reliving his boyhood dreams. He died in West Palm Beach at the age of eighty-five in 1936; Annie died at eighty-seven in 1938.

★ [JAMES ROBB POMEROY] arrived in Florida in 1900, at the age of twenty-nine, from Croswell, Michigan. He taught school, and was principal of Fort Pierce and Stuart schools between 1900 and 1925. In 1910, he became a school board member for Palm Beach County, continuing with his teaching and principalship at Stuart. He also served a term as School Superintendent of the Palm Beach County School Board.

In addition to his school activities, Mr. Pomeroy managed the East Coast Lumber Company in Stuart. He was one of the Charter members, in 1914, for the incorporation of the Town of Stuart, and served as President of the Town Council. During these years he was buying land, planting and selling pineapples, under the name of Silk Oak Pinery, and, in 1918, was appointed Postmaster of the Stuart Post Office, by President Harding.

Marrying one of his teachers, Miss Grace Ready, from Golconda, Illinois, the Pomeroys had one son, James R. Pomeroy, Jr. As churches and clubs were formed in Stuart, Mr. and Mrs. Pomeroy were charter members of many...the Methodist Church, the Stuart Woman's Club, the Masons, and the Eastern Star; also the Independent Order of Odd Fellows, and Woodmen of The World.

In August 1925, when Martin County was born, James Robb Pomeroy was appointed Clerk of the Circuit Court, and remained, unopposed, until his death in 1949.

Having this new honor bestowed upon him, Mr. Pomeroy retired from the school board. He remained active in the other organizations, and, during World War II, served on the Selective Service Commission, receiving several certificates of appreciation from Presidents Roosevelt and Truman.

One point of interest, from Mr. Pomeroy's diary during the years of serving on the school board, when the meetings were held in West Palm Beach: "It was a beautiful day, so I rode my bicycle to the board meeting, instead of hopping the train."

★ [COLONEL OSCAR OGDEN POPPLETON], born at Green Springs, Ohio, in 1843, joined the Union Army when he was eighteen, in 1861. He rose from Private to the rank of First Lieutenant, at the close of the Civil War, the rank of Colonel being an honorary one given to him from his veterans' association work in later years.

In 1886, at the termination of his government service, he brought his wife and their three children to Hawk's Park on the east coast of Florida, before moving to Stuart.

Poppleton had a "Bee House" and dock at Poppleton Creek. He traveled with his bees, following the bloom of the palmettos and the mangroves, making some trips as far south as Key West.

He devoted his life to bee culture, becoming one of the world's leading authorities. His book, *Manual of Bee Culture*, is considered one of the standard works on the subject. Cuba took notice of Colonel Poppleton's

outstanding work, and he was employed on a two-year contract in Cuba to take charge of an apiary large enough to market twenty-five to forty tons of honey a year. So successful was the undertaking that he was asked to sign a five-year contract, but refused, and returned to Stuart to write his book. While in Cuba, Colonel Poppleton began giving his information to bee journals and gained recognition as a world authority.

Ill health forced him to leave Stuart, in 1917, and go into the National Soldiers Home in Hot Springs, Arkansas, where he died in October of that year at the age of seventy-four.

* [ETHEL THOMAS PORTER], widow of C. A. Porter, has given much to Stuart with her involvement in its civic and cultural affairs. Her husband, who was agent for the Canal Packet Line, in addition to having boat freighting interests in the early days, laid out the Porter Addition.

The old Porter house, with ship's prow corners, originally designed for the Platt family, still stands, overlooking the St. Lucie River at the north end of Colorado Avenue, weathering hurricanes and bad storms through the years.

Mrs. Porter, a charter member of St. Joseph's Catholic Church and of the Woman's Club of Stuart, was a State officer of the Florida Federation of Women's Clubs, serving four years as auditor. She gave Haney Circle, at the intersection of Colorado Avenue and Osceola Street to the city of Stuart in honor of her friend Cynthia S. Burnett Haney. A Salem College, North Carolina, graduate, Mrs. Porter has been active in, and has contributed to, all Stuart organizations, holding membership in the Daughters of the American Revolution, the National Society of Magna Carta Dames, and the Colonial Order of the Crown, whose members are lineal descendants of the Emperor Charlemagne.

Arriving in Jacksonville by boat, in 1890 (the old Clyde Line Steamship Company from New York City), were [CHARLES H. RACEY] and his wife Mary L. Racey. They continued, by sailboat to Titusville and, via the Indian River Steamship Company packet, finally reached Waveland. Taken in by ever-hospitable Dr. Baker, they resided with him until they established their own home, the site of which was Mount Elizabeth. The property extended from the north line of All Saints Episcopal Church property to Sewall's Point, and on it they raised pineapples and citrus fruit.

Charles and Mary, after all funds were raised, in 1897, donated five acres on which to build the church and a cemetery, one of the few remaining landmarks of the original settlement.

* [MRS. THOMAS E. RICHARDS] (Rebecca J. Brown) arrived in Eden, in 1881. When she died, in 1905, at the home of her son, Harry W. Richards, the motor launch of Charles W. McPherson served as ambulance to convey her casket to its final resting place. Mrs. Richards, a descendant of Peter Brown, a Mayflower passenger, was born March 4, 1833, in New York City,

the daughter of Noah Brown, a wealthy shipbuilder, who built the naval fleet commanded by Commodore Matthew C. Perry. These ships fought in the Battle of Lake Erie, in 1813, when he used the famous words of Captain James Lawrence as a slogan: "Don't give up the ship," until he was able to send a message to President Harrison in words that were to become nearly as well known: "We have met the enemy and they are ours: two ships, two brigs, one schooner, one sloop."

★ [RANSOM REN RICOU] was born in Moss Point, Mississippi, May 1, 1867. His father, Lewis, and two brothers came to New Orleans from France shortly before the Civil War. Lewis Ricou, who spoke seven languages, was an engineer and an artist. He married Elyse Lenoir, a descendant of General Lenoir of North Carolina. R. R. Ricou was the oldest son; the youngest was Ernest J., whose descendants now live in Stuart. Their daughter, Anita, died in childhood.

Lewis Ricou died in New Orleans in the yellow fever epidemic which followed the Civil War. Elyse, a southern lady, left with two sons, was not capable of managing her finances or making a living. When the lawyers settled the estate, there was little left. Elyse put the two boys in foster homes rather than let their father's family take them to France to be educated. Later, when Elyse took Ransom back to New Orleans with her, he became a newsboy, selling papers on the streets for their support. They moved to Atlanta, where Ransom sold the first issue of the *Atlanta Georgian*.

From Atlanta, Ransom went to New York City, then spent a year fishing off the Grand Banks. This is where he became interested in the fishing industry. He went to Tampa, and worked in a fish market, living with an Italian family.

In 1890, R. R. Ricou met and married Jessie Gertrude Ross, a native Floridian. They moved to Brunswick, Georgia, looking for work. This year was called the "Year of the Panic." When the couple had saved the fare back to Florida, they flipped a coin to see which coast they would go to. The east coast won, and they settled in Titusville, at that time the end of the Florida East Coast Railway. Again, Ransom worked in the fish business.

In Titusville, their first son, Ernest Lorenzo, was born, in 1893. The Ricous continued to follow the railroad down the coast. In Eden, Ransom started his own fish business, naming it R. R. Ricou and Sons. Two sons were born there – Louis Ransom, in 1894, and Douglas Lenoir, in 1897.

Ransom had moved his family and business to Jensen before their first daughter – Anita Gertrude – was born, in 1899, in a rented house which still stands, north of the Jensen causeway. The year the second daughter, Inez Louise, was born, in 1901, Ransom built his fish house and home. He had accomplished this by hard work and long hours. Gertrude, also, was a hard worker, and very thrifty.

While they were living in Eden, Gertrude sent Ernest to the fish house for some money; he came back with seventy-five cents. She used the money as wisely as she could, and each day for about a week, she sent Ernest back to the fish house for fish. Every day when her husband sat down at the table, there was fish, again.

"Can't we have anything but fish to eat?" he asked.

"No," Gertrude replied, "I don't have money to buy anything else." I give you money whenever you ask for it."

"Yes...seventy-five cents, and I just can't manage on that."

"Well, how much do you want a week?" Whatever it was, she got it. First, once a week, then, for as long as he lived, Gertrude got her house money on the first of each month.

Ransom Ricou built up a large fish business. He had fish houses in Jensen, Fort Pierce, Salerno, West Palm Beach, Titusville, Fort Lauderdale, and Canaveral. Fish houses were operated in Key West and Miami during the fishing season. At one period, Ricou had a fresh water fish house on Lake Okeechobee, and one on the west coast at Steinhatehee. The business of all the fish houses was handled through the Jensen office.

Louis Ricou died shortly before he was nine years old; Ernest and Douglas joined the business when they were old enough, and operated fish houses in various places.

At first, the fishing boats were sailboats, except for a motor runboat, which carried ice and picked up the fish. The *Anita* was the first such boat. Then John Miller, of Eden, built the *Service*, and the *Nuskie* was added.

The Service and the Nuskie ran with the fleet in Key West each year, when the fleet went to fish for mackerel and blues at the Bay of Hundie. The motor runboats each carried a hundred thousand pounds of fish. The men took houseboats to live on, the fleet of net boats returning with their houseboats to the Salerno fish plant for repair and painting each year. The Intracoastal Waterway was privately owned at this time, and there were three toll gates from Salerno, south.

Henry Flagler and Ransom Ricou were good friends. After the Jensen fire, in 1908, Ricou told Flagler that he would build a two-story brick building at the corner of Main Street (Commercial, now), if Flagler would build a good station at Jensen. That is how Jensen came to have the finest station on the east coast.

Ricou put in a barrel factory in Jensen, and the first ice plants were in Jensen and Salerno. William Fredricksen and Harry J. Shultz, relatives of John Sorensen and John Jensen, ran the ice houses. He gave Fredricksen the land to start the first hardware and boat repair operation. (Jensen Hardware is still operating in the same location.)

Ransom Ren Ricou spent much time and money beautifying and building up the community of Jensen and the Community Church. No town person paid for fish when he went to the dock for some. Even after his death, in 1925, his children heard of many philanthropic deeds done by R. R. Ricou. Gertrude Ross died in 1934.

Ernest Ricou married Margaret Sullivan of Fort Pierce; they had seven daughters and one son. Five of the girls are living; the boy was killed during World War II.

Douglas Ricou married Aida Summerlin of Fort Pierce, and they had two daughters.

Ernest died in 1960, and Douglas in 1966.

Anita Ricou married Warner B. Tilton of New Hampshire. They had three sons, and one daughter. Inez Ricou married Clem Browning of Stuart. They had a daughter and two sons.

By Anita Ricou Tilton and Inez Ricou Browning

★ [WARNER BELKNAP TILTON], of New Hampshire, married Anita Gertrude Ricou, in 1921. They met when Warner, an Ensign in the Navy, was a flying instructor, based at Dinner Key, Miami, under Lieutenant Commander Marc A. Mitscher, later Admiral Mitscher.

The W. B. Tiltons live in the same house they moved into after their marriage. The house was built in 1903. Tilton, who studied engineering at Tuft's University, and was graduated from Boston University in 1921, became treasurer and assistant secretary of R. R. Ricou and Sons Company, the largest wholesale fish producers in the south; he has been in the real estate and insurance business here continuously since 1921.

Active in church and civic affairs, Tilton organized the first Boy Scout troop in Martin County; the troop number is still with the Martin County Area Council, in Stuart. He helped organize the first Chamber of Commerce, with William Porter. Since 1924, Tilton has been secretary-treasurer or president of the Jensen Civic League, which owns the Community Center. Almost all of the civic and many of the church organizations of the Jensen area had their beginnings in this building. When he went, with Jackson B. McDonald, to Tallahassee, to help form Martin County, in 1925, Anita and their three sons went with him. The first Commissioner from the Jensen area, Tilton was chairman of the Martin County Board of Commissioners for many years.

When chairman of the Martin County Board of Public Instruction, he put in the system of spreading the teachers' pay over a period of twelve months, now a statewide practice. He was chairman of the Jensen Road and Bridge District until it was taken over by the County. With John E. Taylor, then chairman of the board, Commissioner Tilton went to Washington to arrange for securing \$100,000, and letting the contract for the north jetty of the St. Lucie Inlet. Three thousand of the three thousand-three hundred feet of the jetty, were completed before the crash. The coral rock used was mined on Jupiter Island by Fred Hildabrandt.

Tilton was instrumental, with R. R. and Ernest Ricou, in creating the Corporation of seven thousand acres in Jensen as a City. Ernest Ricou was the city's first mayor. Tilton was president of the Seminole Bank before the crash, and put twenty-six subdivisions in the county.

With the aid of Blount Pitchford and the city, Tilton was able to get the Florida Power and Light Company to come into the area, by furnishing to it the easements which were separate from the old Dixie Highway, costing the city six thousand dollars for street lights. Mr. and Mrs. Willard Kiplinger and Mr. and Mrs. Warner Tilton gave the land for the Jensen Beach Community Church, on Skyline Drive, and the Tiltons gave the tower which can be seen for miles, in the form of a cross, in memory of Gertrude and R. R. Ricou. They were instrumental in persuading the Kiplingers to give the land for the Women's Club in Jensen. The Tiltons, also, gave land to the county to use for recreational purposes, and were instrumental in obtaining Langford-Hall Park from Jon Hall and Frances Langford before their divorce.

Through Representative Dwight Rogers, they got the House of Refuge for a Historical Museum. The only stipulation was that the road

and the dock must be kept up for five years.

Addendum:

★ [ERNEST J. RICOU], brother to Ransom Ren Ricou, was born in 1865, and after his father's death put in a foster home, as was Ransom Ren. Ernest was a Postmaster in Monroe, Alabama, when he made his first visit to his brother, in 1896, and liked it well enough to return, in 1898, to go into business with him.

The Ricous had one of the largest wholesale fish houses in Stuart and Port Salerno, employing, at one time, one hundred and sixty fishermen – hook-and-liners, gill-netters, and seiners. It was Ernest J. who hired his own telegraph agent, Charles Beville, to impress Henry Flagler with the fact that business was big in both Stuart and Salerno.

Ricou was appointed Postmaster of Stuart in 1913.

Ernest J. had four children. Earl J. was born in Jensen June 4, 1900, with the help of a midwife, while the doctor, who had completely forgotten the exact due-date, was hurrying down from Fort Pierce by train; he went into the hardware business. Another son, Leroy, was a mail carrier. Daughter Ernestine married B. F. Eckess, and died in September, 1967. Kathleen, who died at nineteen, worked in the Post Office, when her father was appointed Postmaster. Another child died in infancy.

The 1928 hurricane destroyed the Stuart fish house, as it did many

other businesses. Ernest died in 1954, at the age of eighty-nine.

★ [DR. CHARLES E. ROBERTS], born in Key West, was graduated from Louisville College of Dentistry, in Kentucky. After post-graduate work at Emory, he arrived in Stuart in 1909. Dr. Roberts came with his wife, Mattie McQuarrie, their daughter, Evangeline, and his father-in-law, the Reverend Dr. Neil P. McQuarrie of the "Gospel Navy."

Dr. Roberts was not only an excellent dentist, and Stuart's first, but had one of the best singing voices for miles around. He led the singing for the Gospel Navy services. Soon he opened a small drug store, which he ran along with his dental practice, keeping office hours twenty-four hours a day. His first office overlooked the river; his second, is on the corner of Akron and East 2nd Street.

Making trips to Eden and Jensen, and to surrounding areas by train,

sometimes kept Dr. Roberts from his growing family for weeks at a time. The Reverend Dr. McQuarrie left in 1917, moving to Atlanta, Georgia.

The story is told that when Dr. Roberts ran his foot-propelled drill on a patient's tooth, he would sing, thus dispatching the pain and soothing the patient's shattered nerves.

Mattie McQuarrie Roberts was a newspaper correspondent from the area, writing, in 1913, a column entitled "Stuart on the St. Lucie," for a Palm Beach county publication. She covered all the social and political events, births and deaths, and, in general, kept the area well informed.

★ [RAY ROBERTSON], born in 1885 in Commerce, Missouri, moved to Florida with his family in 1893, and lived in Seville, Crescent City, Deland, Port Orange, and Titusville before arriving in Stuart.

Young Ray started out as baggage master with the East Coast Railway and was sent first to Daytona in 1902, then to Cocoa, and Sebastian before

returning to Stuart as telegraph operator.

In 1905, Ray married Stanley Kitching's sister Amy, at the Stuart Methodist Church, in one of the largest weddings to take place here. In 1908, they moved to Jupiter where Ray was agent until 1914. He remained there until his retirement, in 1925, at which time he opened a grocery store which was run by the family until 1945. Ray and Amy had two children; a daughter, Elizabeth (Mrs. James D. Friend), and a son Langley. Mrs. Robertson died in 1959.

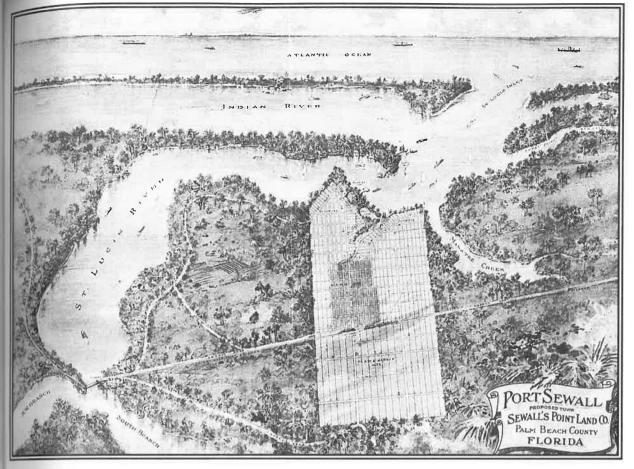
★ In 1907, [W. A. ROEBUCK], his wife, Avarilla Avriett, and their seven school-aged children moved from Bassinger, on the Kissimmee River, to land about halfway between Stuart and Indiantown, an area then known as Carlton Hammock, but now known as the Roebuck Hammock.

The spacious country house built by pioneer Carlton, of St. Lucie County, with rambling upstairs and downstairs rooms, had old-fashioned country verandahs. So delighted with her home, Mrs. Roebuck named it "Hope." Here the Roebucks saw their seven happy youngsters grow to adulthood.

Roebuck, unlike most local pioneers, did not plant pineapples but chose, instead, to truck farm his sixty acres. After fifteen successful years, he and his wife moved into town to make their home with their daughter, who had married Dr. Frank Frazier of Stuart. W. A. Roebuck died at eighty-three in 1942; his wife in 1948, at the age of eighty six. Both are buried in West Palm Beach. Their descendants are living in both Stuart and West Palm Beach.

❖ An outstanding pioneer of the St. Lucie region was [JAMES HANSON ROGERS], founder of Port Sewall, whose family connections are strangely interwoven with the owners of the original Hanson Grant.

Born in Milwaukee on October 16, 1864, grandson of pioneers who went west in a covered wagon in 1836, he first worked as a clerk in



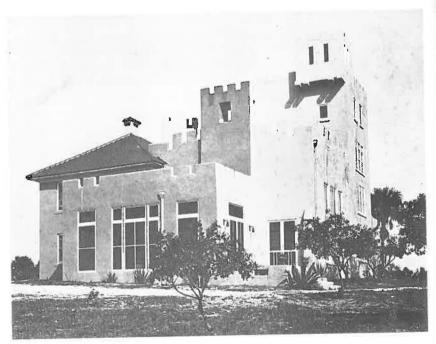
Sewall's Point Land Company map, 1911, showing plat for Town of Port Sewall.



Boathouse on Sewall's Point, built about 1911.



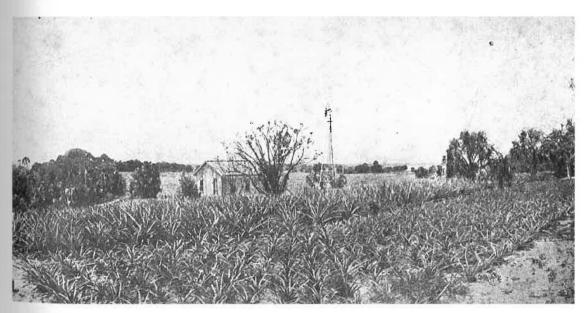
Henry Sewall's home on Sewall's Point, 1911.



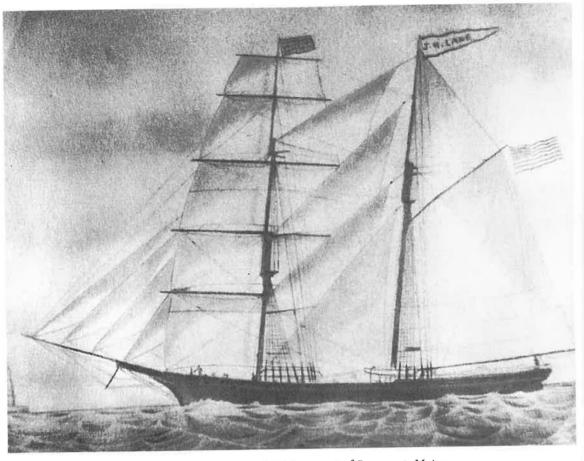
This was to be an American residence of Queen Marie of Roumania when Sidney Maddock, a "boom" era promoter, built it on Sewall's Point in 1926. Never occupied by Queen Marie, the property was sold to Judge and Mrs. Edward Swann of New York City, in 1928. The property, now known as Castle Hill, is owned by Mrs. Leonard C. Childs, niece of Mrs. Swann.



First Sewall's Point Post Office, 1889, at tip of Sewall's Point.



Captain Henry Sewall's property, showing his pineapple fields.



Brigantine J. H. Lane out of Searsport, Maine, wrecked on Jupiter Island five miles south of Gilbert's Bar House of Refuge, April 19, 1886.



Wreckage on beach where lumber schooner went ashore near House of Refuge.



Clearing the beach road on Hutchinson Island, 1932.



Hutchinson Island beach pavilion, pioneer social center.



Picture taken in 1898 by Mr. and Mrs. Will Harris, Indian River Drive, as they left the House of Refuge in their launch, Buckeye. On the dock, Mrs. H. W. Bessey and her sister, Mrs. B. C. Shackleford. On the porch, their father, W. A. Corbin.



Early river boat.



Sailfish Point, southerly portion of Hutchinson Island, in foreground, Sewall's Point and Stuart, upper right.



Mrs. Charles W. Beyer, her brother, Edward Ludwig, the Howard Blairs, and friends landing on Hutchinson Island. Mr. Blair was vice president of the middle division of the Pennsylvania Railroad.

State of Florida

IN RECOGNITION OF ITS SIGNIFICANCE AND TO ENCOURAGE ITS PRESERVATION

Couse of Refuge

IS HEREBY OFFICIALLY LISTED ON

The National Register of Historic Places

OFFICE OF ARCHAEGACHY AND HISTORIC PRESERVATION NATIONAL PARK SERVICE DEPARTMENT OF THE INTERIOR WASHINGTON, D.C.

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Certificate showing listing of Gilbert's Bar House of Refuge, Hutchinson Island, on the National Register of Historic Places, June 21, 1974.



Early photograph of Gilbert's Bar House of Refuge.

Mitchell's Bank of Milwaukee, later becoming a state bank examiner. At thirty-six, he was appointed cashier of the International Bank at 60 Wall Street, in New York City.

Rogers became more and more interested in Florida during the fifteen years he spent in New York, and in 1915 he retired, coming to what was to be Port Sewall. For the next ten years, Rogers devoted his entire time to developing this fine winter colony. As founder, organizer, and enthusiastic booster, he not only made it attractive to others, but built himself a home on the river where he expected to spend the rest of his life. He died in 1925.

But this man's interest in the development of the section was two-fold. His maternal grandfather was Dr. M. P. Hanson of Milwaukee, whose brother, John M. Hanson, had been given a large grant of land in Florida, in 1823, soon after Florida became a part of the United States. Port Sewall and Sewall's Point both lie within the Hanson Grant.

Mrs. Rogers was one of the Sewalls of Maine, daughter of Mr. and Mrs. Rufus King Sewall (whose deed to the Sewall's Point land is dated May 2, 1838), and sister of Captain Henry Sewall, already a resident of the area. The strange coincidence arises from the fact that Mrs. Sewall – mother of Mrs. Rogers and Captain Sewall – was none other than the widow of John M. Hanson, to whom the Hanson Grant was given. Thus all three came to live on what may truly be called ancestral property. Captain Sewall lived for many years on the tip of the point that bears his name, and died there. His sister, Mrs. Rogers, gave the family name to the colony her husband developed: Port Sewall.

Captain Sewall and Captain Hugh deL. Willoughby had built a small fishing lodge near Sewall's Point in 1908, which they called Sunrise Inn. Rogers took this over, replacing the simple lodge with a commodious, two-story structure in 1914. Five years later, he brought James H. Reardon, an experienced hotel man from Saratoga and other resort areas in New York, to be manager.

★ In 1918, [WILLIAM SAVAGE] was living in Jensen. In 1919, he went to Christmas, Florida, where he married Fannie Canada, and brought her back to Jensen, only to leave again, in 1920, to join relatives – the Shivers – in Indiantown.

In the twenties, Port Mayaca was part of Indiantown, and it was there that William went to work for the Southern States Ranch, commuting to and from his work. He built a fine house, and he and Fannie reared four daughters, moving later to Martin Grade Road in Palm City, where he worked for the government in the Tick Eradication Department.

Once here, Elizabeth Yates, Savage's mother, joined the young family and worked for the government as a doctor, having held a midwife's license for nineteen years. Elizabeth, originally from Osceola County, and known affectionately as "Aunt Sis," lived a useful, happy life in Indiantown, administering to both the Seminoles and the white population.

Will was not only a rancher, but served as a special Sheriff and Game Warden in Orange County, hunted cattle with the Indians, helped other ranchers getting started, and is reported to have taught the Indians the white man's way of burial. It seems that Hattie Parker, who had married a white man, died and was buried Indian fashion – wrapped with all her

earthly possessions, and placed in a pen northwest of town.

Later, the Seaboard Railway tracks came so close to the grave that not only did it become a tourist attraction, but people actually stole bits and pieces from the grave as souvenirs. So incensed was Savage, that he rebuilt the pen in such a way that it could not possibly be molested by the curious. When the next Indian girl died, Savage was able to convince her husband that she should be buried in a box and placed underground. This first white-style burial is just north of the Rodeo grounds, and the practice has been continued by the Indians. The Savage family continues ranching in the western part of the county.

- ★ In 1898, the [REVEREND LEICESTER J. SAWYER], minister of Emmanuel Presbyterian Church of Amsterdam, New York, arrived with his wife Amelia and two of their three children to live in Tibbals now called Walton after famed fisherman Izaak Walton. He served in three area churches: the Eden Congregational Church, Jensen Community Church (then meeting in the town hall), and the Ankona Chapel.
- ◆ On April 16, 1893, [CURT EMIL AUGUST SCHROEDER], who was born July 4, 1872, son of merchant Emil Schroeder, left Berlin, Germany. Fulfilling a dream of many years, he stepped off the S. S. Suevia in Hoboken, New Jersey, at noon on Monday, April 24, eight days later.

Schroeder, who kept a diary that was published in the 1950 anniversary edition of the *Stuart News*, arrived in Martin County after a visit with relatives in New York, a place he did not enjoy. Curt Schroeder joined his uncles Otto and Ernst Stypmann here, and became a successful Stuart merchant. One of the first councilmen, serving from 1914 to 1916, and Mayor of Stuart in 1928, Curt was a City Commissioner from 1931-1933, and was City Manager for more than twelve years. He died, in 1946, at the age of seventy-four. Members of his family live in Stuart.

★ [CHARLES AND CORA B. SCHUYLER] came from Oneida Lake, New York, in 1885, to seek their fortune in the land of opportunity: Titusville, Florida. Charles was manager of the Indian River Steamship Company until 1902.

Coming to Jensen, Charles joined the Planter's Security Bank, later to become the St. Lucie County Bank of Fort Pierce.

★ [HENRY E. SEWALL], born August 22, 1848, in St. Augustine, was the son of Mr. and Mrs. Rufus King Sewall, his father a leading New England lawyer. At the age of forty-one, in November 1889, Henry arrived with his

wife, the former Abbie Evans Thomas, of Oswego, New York, and built a plantation home at the tip of Sewall's Point, both the peninsula and the town of Port Sewall being named for members of the Sewall family. He lived to see his pineapple plantation become the site of river-to-river estates owned by some of the wealthiest people from all over the United States, earning it the reputation of being millionaires' territory.

Henry Sewall, with Captain Hugh Willoughby, formed the Sewall's Point Land Company, with Willoughby as president and Sewall as vice-president. It was this company which laid out the town of Port Sewall and built the original Sunrise Inn, now the Bay Harbor Club. The men are reputed to have spent \$200,000 on ten miles of rock road, docks, and the building of the Inn. Captain Sewall died August 2, 1925, at the age of

seventy-seven.

* [MARY E. SHACKLEFORD], an active business woman all her life, came here, in 1908, from Nashville, Tennessee, to visit her Aunt Susan, Mrs. Hubert Bessey. She spent several succeeding winter vacations with the Besseys at the Danforth House.

Miss Shackleford worked for the Nashville Trust Company for thirty years, and, in 1936, she and her partner formed the firm of Thomas and Shackleford, Securities and Investments. She retired, in 1941, and promptly took over the position of executive director of the Martin County Chapter of the American Red Cross, a post she held for twelve years.

★ [ELIAS SIMMONS] came with his wife and his three daughters, Belle, Maude, and Clara, in 1890, by paddle wheel steamer, the mail boat operated by the Indian River Steamship Company. The family came from Willoughby, Ohio, to a warmer, more pleasant climate in an effort to cure Uriah's "catarrh." According to a report in the 1964 anniversary edition of the *Stuart News*, Belle, by then Mrs. Daniel Ross, recalls when about thirteen, walking on the beach on Hutchinson Island, that man-eating sharks followed her along in shallow water and tried to get ashore to her.

As was not unusual, the Simmons family stayed with Captain Bessey, at the House of Refuge, until Mr. Simmons bought ten acres from Bessey on the site of the residence of Judge Harry Dyer and his sister Miss Myrtle Dyer. Later, he acquired one hundred and eighty acres from the government for homesteading, located near the Harris School in Palm City.

At twenty, Belle married Daniel Ross of Juno, when that was the county seat, the whole area being in Dade County. She never lost her association with this area and often recalled the marvelous picnics held on Hutchinson Island. This was at a time when the Gilbert's Bar Yacht Club was built, with a large picnic pavilion where boating groups, from all up and down the Indian River, met once a month.

♣ [JOSHUA SMITH], born in Mississippi, was eighteen months old when he came to Florida with his parents, in 1853. They settled, for a short

while, in Sumter and Volusia counties.

Joshua was thirty-three, in 1886, when he purchased the first tract of land in the Gomez Grant that was to become known as the Smith Block. Here he settled with his mother, Mrs. M. L. Smith, and had one of the finest citrus groves in the area. A bachelor, he was one of the most respected and best-liked men in the community, and earned the reputation of being a man who paid his debts promptly and cheerfully.

◆ [JOHN SORENSEN], born in Arkus, Denmark, in 1845, was twenty-eight when he settled in Wheeling, West Virginia, remaining there for nine years. He met and married Ane Kathrine Jensen, who came to the United States from Kolding, Denmark, when she was eighteen. Her brother, John Jensen, was a pioneer settler in the area later to carry his name.

Leaving Wheeling for Redeliff, Colorado, the Sorensens remained there for six years while John operated a gold mine. They spent two years in Birmingham, Alabama, and, becoming interested in Florida from reports by brother John, the Sorensens and their four children – three daughters and a son – came, in 1889, to homestead on the Indian River.

Traveling by train from Birmingham to Titusville, John purchased building material there for the house he planned to build, shipping it down the river by boat. The family traveled south by sailboat, making the trip overnight, thanks to a strong "norther" pushing them along.

John Jensen had already set out pineapples on the Sorensen property. After they were settled, John Sorensen was appointed to be the first Postmaster in the community. Mail had been carried to and from Eden, on foot, where it was handled by steamboat at Captain Richards's dock. In time, the steamboats extended service south to Jensen.

John Sorensen was seventy years old when he died, March 8, 1915.

★ [JACK SPARWATH], from Denmark, arrived in Potsdam in 1894, just prior to the completion of this section of the railroad. He took up eight acres abutting the Parks land to the north, and the present Palm Beach Road to the east; the last homesteader on the south side of the river.

He planted pineapples, but was a first class florist and soon found employment as head gardener of the Royal Poinciana Hotel, attending to its magnificent grounds. He eventually sold his property here, and retired.

♦ [W. F. STEEVER], at nineteen, a trained telegraph operator, having completed a post at the Chicago World's Fair, found himself unemployed. He learned that the Jensen-Indian River area needed an operator and he arrived January 1, 1894. While work was being completed on the railway, Steever lived in Jensen, and when the tracks were completed, moved into Potsdam, taking over as telegraph operator, station and freight agent.

The Florida mosquitoes were too much for this Millerburg, Pennsylvania youth, and he soon gave up his forty dollar a month post, returned north, and married Bertha M. Parks of Waterloo, New York.

* [WILL HAWLEY STEVENS], whose father owned the *Joliet* (Illinois) *Record*, on which young Will served his apprenticeship, came to Florida, in 1884, and went to work for the *Halifax Journal* in Daytona Beach, as a printer. He served as a member of the home guard "Halifax Rifles" there before he moved on to Claremont, Virginia, in 1897, where he launched the successful *Claremont*.

While the paper succeeded, Will's dream of Florida land development, in Virginia, did not. Leaving his wife, their son Wallace and daughter Maude, he hitchhiked back to Florida and worked on the *Evening Appeal* in Jacksonville, in 1904, and the *Times-Union* at the time of the disastrous Jacksonville fire. Next, he secured a position on the *Fort Pierce Tribune*.

Borrowing five dollars from the publisher A. K. Wilson, his immediate boss, Stevens came to Stuart and started the *Stuart Times*, running off his first edition on April 18, 1913. An uneducated boy, who could "spell anything" and had but a sixth grade school education, he became the founder of the news media in Martin County. He sold the paper on March 2, 1917 and it became the *Stuart Messenger*. Will Stevens died in 1928, in Cocoa.

₩ When school was out, in Miami, in 1914, my father [H. C. STUART], announced to the family: "Now, we'll move to Stuart..."

Coming to Florida from Scotland, by way of Alabama, where he had met and married my mother, Julia Ann Meek, Father rode to Stuart on the train from Miami with several other men one day, to attend a big auction advertising sections of land for sale. No one else bid on one parcel that was offered, so Father did – and got it. The Federal Highway runs through the property, which was south of Colorado Avenue, from A1A to the South Fork, including the present Grant Furniture Store.

It was mostly woods, of course, so we didn't live on it, but did put in a garden. We lived next to the Oddfellows Hall – near the Methodist Church that is now a Baptist Mission.

When school opened, I entered at the fourth grade and had Miss Penelope Geiger as my teacher for the next three years. My brother, Hugh D., and sister, Lottie Lee, were in school, too, and I remember we had our picture taken by Mrs. Harry Dyer, in her photography studio on the second floor of the Dyer building. Mrs. Dyer drove a beautiful red horse and had a very pretty carriage. Another brother – H. Arthur, and two sisters – Clara Belle and Betty Jean, were born after we came to Stuart.

Father bought a house from the Stypmanns – three rooms – and added to it. It was 'way out of town, on East Ocean Boulevard, about opposite the Woman's Club. It was called the East Rock Road, then, and the rock, of course, was ground up shell. Father worked for the company that was building bridges for the County on the Indiantown Road. When Stuart was incorporated, he was appointed Chief of Police.

There were six in the class, when I graduated from high school in 1924: Olney Eurit (Dr. Eurit's daughter who lived across the street from

us), Fanny Stanley Jackson, Janet Clay, George Parks, Jr., and Leon Fornel. I went to Stetson University, planning to teach, and after the first year, I stayed out a year and worked, then went back for the second year – able to

pay for it, myself.

H. J. Greene came to Stuart, in 1924, from Bartow, where he had been working with W. H. Swan and Company, a chain of department stores that carried "everything for the family." The Swan store in Stuart was in the three-story Carleton Hotel building, about where the Triangle Bar is now, on the main floor, alongside Harrison's Cafeteria. H. J. moved it several times before he bought out the Stuart store and changed the name to Greene's Department Store, in 1928.

He had changed my name from Stuart to Greene, two years earlier, when we were married, on the Fourth of July, 1926. That being a Sunday, we couldn't have a church wedding, so we were married in the Methodist

parsonage.

Our three children were born here — Minnie Louise, in 1927, Robert E., in 1928, and Lurline, in 1930. In 1940, H. J. built the new store building where we are now, and he opened stores in Sebring, Melbourne, Pahokee, Moore Haven, and Clewiston. For a while, he had one in Indiantown, but when the big sawmill there closed, and the people went back to Texas, he moved that store to Canal Point.

He had put capable young men in charge of the stores, as managers, and as they could, and wished to, they bought the stores they managed, as

he had bought the Stuart store from the W. H. Swan Company.

The new store building, on Flagler Avenue, was paid for, our house on Stypmann Boulevard was paid for, we had moved in and were just beginning to enjoy it, when H. J. had a heart attack and died. He was forty-seven years old.

I was ten years younger, and had no real skill for running a department store. The managers of the other Greene's stores each came in one day a week and advised me about various aspects of the business. Somehow, we got along well. When I went on buying trips to St. Louis and Chicago and Miami and Atlanta, I took Robert with me.

Robert was fifteen when his father died, and more interested in playing football than playing in the school band, worked anywhere but the store during vacations – he surveyed roads, washed buses, cleaned floors and septic tanks. I ran the store until 1952, when Robert was out of college, and had interned at Maas Brothers in Tampa. He was made assistant manager of the men's department there after six weeks. The manager said, "I've been here twenty-five years, taking ten years to get to be manager."

Then came 1967. I was sixty-one years old. I went into the store, as usual, one morning and said, "Robert, this is it!" Robert went to the market alone and I started to travel. I went to the Holy Land...to Europe...and made a world cruise.

Robert has sold all of the out-of-town stores except the one at Sebring – which his daughter Debra and her husband, Calvin Corley, manage.

Now I have time to remember the years when I played trumpet in the high school band – played for dances at the St. Lucie Yacht Club...and how the Eurits' and ours were the only houses with running water...and I remember when we had stamps for shoes...were completely out of work shirts...and the time I was lucky enough to get a box of twelve-dozen pillow cases – but they were marked "wash before using – these have been sprayed with insecticide." I didn't think I'd ever sell them – I mentioned it to a salesman who said he would be glad to take any I had left. He didn't need to, because every one was sold before closing time that day. It was war time and there were shortages of everything every-body needed.

But somehow we managed.

By Cecia Mae Stuart Greene

★ [HOMER HINE STUART, JR.], was born in Willow Tree, New York in 1855, son of a prominent New York attorney. After his junior year at Dartmouth College, Homer took a position in New York City with a concern which manufactured cream of tartar. In 1883, he came to Florida, and built a bungalow on the north side of the St. Lucie River, naming it "Gator"s Nest." Eventually, he was granted certificate No. 11618, awarding him title to 169 acres encompassing the peninsula that juts into the St. Lucie River where the highway and railway bridges now cross the waterway.

During his years in Florida, Homer endured the hardships of pioneering, but encouraged family members and friends to purchase Florida land. Letters that Homer wrote to his fiancee, Margaret Kenny, while he lived on the St. Lucie River have survived, but Margaret never saw the St. Lucie River or any part of Florida. After Homer and Margaret were married at her family home in Athens, N. Y. in 1888, they settled in Philadelphia, where he worked for the Fairbanks Scale Company.

Homer was a long way from Florida when Henry Flagler's Jackson-ville, St. Augustine & Indian River Railway Company (later to be the Florida East Coast Railway) began acquiring right-of-way in this area, on its way to Miami and the Keys. But his younger brother, Inglis, an attorney, was excited about the possibility of the railway going through the Stuart land, and letters that he wrote to Flagler's lieutenants, James H. Parrott, and J. R. Ingraham, have been preserved. One of the letters offers 25 acres for the tracks, and for a depot to be called "Stuart's Crossing." In 1894, the railway went through Homer's land, a depot was built and given the Stuart name.

The following year, Walter Kitching convinced railway officials to move the Stuart depot to the south side of the St. Lucie River. With the depot came the Stuart name, replacing the settlement's original name: Potsdam. (Revised in 1997)

★ In 1876, [ALBERT STYPMANN] was chef at the fashionable Ponce de Leon Hotel in St. Augustine. He encouraged his brother Otto to come to

Florida; Otto came, in 1882, joining brother Ernest, who had arrived in 1887, from Falkenburg, Germany, and settled at Wabasso, near Vero Beach.

The Stypmanns were born at Pilsen, Germany, on a large estate belonging to their parents. In 1869, Otto, at eighteen, finished school, entered the Merchant Marine, receiving his mate's papers at the Merchant Marine School, Hamburg.

Otto, who came to Martin County in 1882, has the distinction of being called the *second* permanent settler, although some consider him the "first bona fide settler" because he, unlike first settler Bessey, who left his homestead to spend seven years at the House of Refuge on Hutchinson Island, did not leave his property after establishing himself.

Actually, both Otto and Ernest arrived, by boat, from Titusville, in 1882, and Ernest purchased, for fifty dollars, forty acres of land which

eventually became the heart of downtown Stuart.

Ernest, like nearly everyone else, turned his hand to raising pine-apples and was the first Justice of the Peace, in 1886. An altercation arose between Ernest and the Florida East Coast Railroad over a right-of-way diagonally through his pineapple patch. He offered to give the land free, but wanted eight hundred dollars for the loss of the two acres of crops for the next three years. The railway said no; Ernest promptly fenced off the area and his nephew, C. E. Schroeder, held off the railroad crews with a shotgun. Finally, a four hundred dollar settlement was agreed upon and the railroad sent down an attorney with a two-gallon jug of corn liquor. The settlement ended with the railroad proceeding towards Miami after Ernest Stypmann and his attorney, Tom DeSteuben, were "out drunk" by the FEC attorney, in the four-hour legal session.

Ernest eventually sold his downtown holdings, about 1911, which included the entire business district along Flagler and Osceola Avenues.

He died in 1917.

Otto built a five-room house on the river bank and cleared eight acres for pineapples. By 1913, he had thirty acres of "pines." He brought his nephew Henry, aged seven, with him when he came, in 1882. Henry

eventually was appointed Tax Collector of Dade County.

After the collapse of the pineapple industry in 1913, the FEC bringing them in cheaper from Cuba via Key West, Otto began selling his land. The one hundred sixty acres he owned, in 1882, included the area on which the Pelican Hotel stands, and as far east as Hildabrad Park and St. Lucie Estates, Section one, in addition to the largest portion of the Porter Addition, the High School Addition, and the East End Subdivision.

Otto gave land for the first school, was Democratic Committeeman from 1886 to 1896, and was Potsdam's first Postmaster, maintaining the Post Office in his home. This post he held until 1895 for a fifty dollar a year compensation. He died in January 1929, his wife, Mary, died in 1923. They had no children.

Brother Albert, who left his chef's position to come here with his fam-

ily, in 1885, homesteaded one hundred sixty acres taking in Haney Creek and the "Hill" on the north side of the river. The heavy freeze of April 2, 1888, wiped out his pineapples. Discouraged, he returned to his old position in St. Augustine at the Ponce de Leon.

A Family Letter

"Here is a letter from my cousin Charles Stypmann in Arlington, Virginia. I wrote him about your History coming up – and as his mother, Clara Stypmann, had written all the facts of the early days of Henry Stypmann in Stuart, perhaps this letter can be of help." (Note to the Martin County Historical Society from Helena S. Beach, daughter of Curt Schroeder.) And the letter from Charles Stypmann:

Sunday, February 2nd, 1975

I've looked for the notes that Mother made regarding her early days in Stuart, but so far, I've been unable to find them. I'm sure I have them somewhere among all the papers that I brought with me five and a half years ago when I moved from our old address in Washington to my present one, here in Arlington. However, there are many boxes that I haven't unpacked. They are just stacked up in two closets – haven't been touched since I moved in. Some day I'll have to go all through that mess. A lot of it should be thrown out, but a great deal of it I should pass on to others in my family and my wife's family before I die. It'll all get tossed out then as just "old junk." And that would be a shame.

But back to the old days in Stuart. Of course, we moved to West Palm Beach in the summer of 1909, when I was six years old, and my father died five years later. So the things that I remember mostly are the things that my mother talked about when we were discussing our family background and old times in Stuart. From her I

picked up these things:

My father was born in Brooklyn, New York, in 1874. When he was eleven (1885), his father died. His mother (Matilda or Martha, I think) was left with three children – two boys and a girl but was unable to support them. So, her brothers-in-law agreed to help. Uncle Otto, my great-uncle, took my father (Charles Henry Ernest Stypmann), the oldest of the three children, to raise. However, Uncle Otto's wife (Martha?) was in bad health and had been advised to go to a warmer climate to avoid the bad winter weather of New York City.

I believe that my great uncle, Ernest Stypmann, Otto's brother, had been working for the Coast and Geodetic Survey (a government operation) along the Florida coast. He suggested to Otto that Otto bring Martha to Florida. So, with Martha and Henry (as my father was known, the first name Charles having been dropped), he

came to Florida.

They came first to Jacksonville, by freighter, I suppose, since I'm sure no passenger ships were running at that time, then by boat down the St. Johns River. Somewhere along the river they got a small boat. Whether it was the St. Johns River, or Indian River, I don't know. Of course Ernest could have met them somewhere along the line and they may have traveled with him, or he may have traveled with them. I don't remember just what was said, I do remember that it was said that Indians hauled the boat over land between rivers.

Anyway, they came down the Indian River to the St. Lucie inlet and then went down the St. Lucie River to a point near where Uncle Otto's house was built. This

must have been 1885

Of course, my father was the first white boy this far south and Aunt Martha was the first white woman. They made friends with the Indians and Uncle Otto homesteaded the entire area. He named it Potsdam from the town in Germany that he came from. Later the name was changed to Stuart. I think Stuart was Mrs. Krueger's brother, and that he did a lot to develop the area.

Stuart was part of Dade County, which, I think, extended up to Vero – maybe farther up, and was commonly referred to as the "State of Dade." I believe it was

named after a General Dade, and many deserters from the army (during the Civil War) hid in the jungle-like areas of southern Florida.

Helena, I don't know when your father (I called him Uncle Curt – in 1894) came to Stuart, but he and my father lived together during their early 20s in part of

Uncle Otto's packing house.

Uncle Otto raised my father as a son and sent him to Atlanta to the Massey Business College. He excelled in mathematics to the point where the school offered him a position as instructor if he'd stay. Somehow, I have the impression that my father lived at the home of Aunt Justina in Atlanta, or may be the home of Aunt Justina's parents. This is all very vague in my mind. When I come to Florida the next time, we should spend some time trying to piece all of our memories together. I believe that Justina and her first husband were from Atlanta, and lived next to Uncle Otto. Justina's husband died and then she married Uncle Ernest.

Well, anyway, my father didn't stay in Atlanta with the school. After his graduation, he came back to Stuart. It was probably then, that your father and mine

"batched" together in Uncle Otto's packing house.

Seven or eight years before Uncle Otto's trip to Florida, my mother's father brought his family to Florida for the same reason, his wife's bad health. They came from Albany, New York; Alfred Bailey, his wife and two children – a boy and a girl (my mother). They settled in San Mateo, five miles south of Palatka (which is about forty miles west of St. Augustine). Citrus fruit grew well there and so my grandfather Bailev developed a large orange grove in San Mateo.

Then came the big freeze of 1895 that practically wiped out the orange groves in the area. The trees weren't killed, but they had to be cut back so much that it would

take several years before the new growth would bear.

Grandfather Bailey came down to Stuart, the big pineapple growing area, to see what the prospects were. He met Uncle Otto and finally bought some acreage along the river, from Uncle Otto's large holdings. That's how my mother and father met.

Grandfather Bailey, however, moved his family back and forth between Stuart

and San Mateo so much they no sooner got settled in one place than they picked up and moved back to the other place - trying to keep both the pineapple acreage and

the orange grove going and properly cared for.

This, of course, was rather rough on my mother's and father's courtship. However, they were finally married on January 2, 1902. Uncle Otto gave my father the river front acreage between Uncle Ernest's place and the McPherson place, as a wedding present. My father, with Uncle Curt's help, built his home on the bluff overlooking the river. Then I came along on March 15, 1903, to increase the population

of Stuart by one.

I don't know what year it was, but my father was elected County Commissioner and represented the north end of Dade County (including Stuart). I think it was the largest district of the county. At first, of course, the population of the north district was small and greatly overshadowed by the fast-growing Miami. The railroad was doing wonders for all of south Florida. However, the pineapple industry was growing fast, as was the tourist business in Palm Beach, and West Palm Beach. Finally, the north end of the county wanted to break off from Dade County. This happened in 1909 and my father was appointed Tax Collector by Governor Gilchrist, for the newly formed Palm Beach County. This meant we'd have to leave Stuart and move to West Palm Beach, which we did during the summer of that year.

There are probably many points along my ramblings that I could enlarge on to some extent, but I believe I've covered the main points in my memory of what's been

told to me, in some chronological order.

My love, (signed) Charles. P.S. Please remember me to the others I know in Stuart.

★ In 1889, [JOHN TAYLOR], having learned of the great opportunities for a hard-working, industrious young man from his aunt, Mrs. Albert Stypmann, chose one hundred sixty acres south of the townsite of Salerno, abutting the Dixie Highway to the west and running east to the Indian River. He received Homestead Certificate No. 12127, signed by President Grover Cleveland.

The first winter he farmed lettuce and beans on Hutchinson Island, later going to work for the O. K. Woods interests. In 1892, he took over the planting of acreage in pines for Eaton and McGinnis and managed that property until 1905. During the early twenties, these northerners were reputed to be the largest pineapple growers here, harvesting seventy acres.

John's own property, much to his distress, was some five degrees colder than the river property, and the land which he so lovingly cleared, and planted by hand, resulted in a crop failure. He discontinued his own operation, joining his brother, Tom, in farming, in addition to working for McGinnis and Eaton. John was born March 29, 1869, in Gurteen, Castlecomer, County Kilkenny, Ireland.

₩ When [JOHN E. TAYLOR] stepped off a train here, in 1912, he halfbelieved what the doctor back in Oklahoma had said – that he was not long for this world. He might, however, last a little longer in Florida's mild climate. Ponce de Leon should have met John Taylor: he died, finally, in 1972 – six decades after he came here.

Needing employment, and applying for it at the only promising looking store in town, John went to work, even though proprieter Kitching turned him down. After three days, the boss relented, and agreed to pay him twenty dollars a month. Two years later, this salary was doubled, because two years later John Taylor married Josephine, the Kitchings' only daughter. They met at the Methodist Church when Josephine was home from school, in North Carolina, for the Christmas holidays.

The young Taylors honeymooned at the House of Refuge, then moved into a house built for them next door to the stately Kitching residence on the St. Lucie, sharing the sloping lawns shaded by trees imported from other states and countries. Mrs. Taylor still lives in that house - enlarged from time to time to accommodate a growing family, and filled with the

joys and concerns of nearly sixty years.

John E. Taylor was Martin County's first representative in the State legislature, winning the seat in a two-to-one victory. He was an officer in Stuart's first bank, was on the City Council for twelve terms – eight years as President, and served as Mayor of Stuart. In 1948, John went back to Oklahoma to see the doctor who had sent him off to Florida to die. The doctor - still practicing medicine - was ninety years old.

It was while John was an officer in the Stuart Bank that John Ashley came in and said, "Stick 'em up, John, I need money." Taylor recognizing

Ashley, tried to talk him out of it, but to no avail.

Josephine Taylor - "one of the prettiest brides" - always one of the most active, civic-minded ladies of her day, has devoted herself to family, church, and friends, still keeping a watchful eye on her honeymoon cottage, Gilbert's Bar House of Refuge. She is, like her parents before her, quick to lend assistance in whatever way she can.

★ In 1892, [THOMAS TAYLOR], older brother of John Taylor, came from

England, where he had served as a sergeant in the army. His one hundred sixty homestead acres abutted H. W. Bessey's land to the north, running south to the Palm City Bridge, then along the shore of the south fork of the St. Lucie, extending back half a mile. The Palm City Road runs north and south through his homestead property, which is bounded on the east by the present Kanner Highway. In 1898, Taylor received his American citizenship papers in Juno, and he exchanged eighty acres of land of the Indian River homestead with brother John. Thomas, born October 4, 1866, in Gurteen, had been persuaded by John to secure discharge from the British Army and come here. His Letters Patent Homestead Certificate No. 13136 was signed August 5, 1897, by President William McKinley.

Both John and Tom cleared acreage by hand, planting pineapples. Not wanting to remain idle during the winter, Tom, who had lived on a farm in Ireland as a growing child, started to raise vegetables, in 1896. In winter it was beans and tomatoes; in summer he planted cover crops to be plowed under in the fall to make humus in the soil. John, although a business man as well as a farmer, planted as much as his brother did, adding a small citrus grove, mangoes, and avocados. Tom died in 1938, John in 1972. Neither John nor Tom Taylor had children.

❖ On September 1, 1897, [GEORGE W. THOMAS] married Agatha Kickliter, in Starke, Florida. In 1899 they bought a tract of land in Rio and began growing pineapples. The year Henry Flagler took the railroad to Potsdam (1894), George sold his pineapple plantation and built a house at Albany Avenue and 2nd Street. The house is still standing and was occupied by Mrs. Pauline Thomas Edenfield and her family until 1972.

George and Agatha had two children, George, Jr., born April 18, 1907, and Pauline, born May 16, 1909. After they moved into Stuart, George built many of the area's earlier houses, while Agatha taught school. Later, George had a cabinet shop behind the house, on the corner of Federal Highway and 2nd Street, where he did finished cabinet work for the new houses. This building has been torn down.

Pauline Thomas Edenfield recalls that when her father operated the cabinet shop the thoroughfare was a dirt road, and it was her job, each day, to clean the shop and put the wood shavings in the road ruts to prevent the automobiles from getting stuck. Mrs. Edenfield also remembers vividly the 1914 fire that destroyed the entire block of buildings in front of her home, including the Methodist Church.

Agatha Thomas was active in all civic affairs; a charter member of the Woman's Club of Stuart, and of the First Baptist Church. She died in Stuart in 1936. George was eighty-seven when he died, in 1963.

*One of the many pioneer doctors to care for Stuart, Hobe Sound, Fort Pierce, Indiantown, and Okeechobee patients was [W. ERNEST VAN LANDINGHAM], who took his medical degree at Baltimore Medical College, in 1905, a year after he had married Titusville schoolteacher,

Aleph Mims, daughter of Casper Neil Mims for whom the present town of Mims is named.

Dr. Van, as he was called, grew up in Titusville; was devoted to the middle-east coast of Florida, and so practiced up and down the coast, covering much territory, as often as possible, against almost insurmountable odds. His Florida Medical License was Number 4, something in which he took great pride. His most famous baby, and the first he delivered under License Number 4, was the widely known Florida artist, A. E. "Beanie" Backus, now of Fort Pierce.

Dr. Van's devotion to the care of the needy is legendary, and his foresight in selecting the site of the present Good Samaritan Hospital, in West Palm Beach, proved to be the right one after all, although there were some who thought his choice of building and location ridiculous. The first Mrs. Van Landingham died in 1956. His second wife, Florence, stayed in West Palm Beach after the death of the doctor in 1971.

★ [FREDERICK WILLIAM WILLES] came directly from Woolshire, England, to Leesburg and then moved to Jensen, in 1893, to study the citrus business. In 1894, he married Elizabeth Grace Dunn, of New York, at the home of the C. H. Raceys, pioneers who moved to Florida in 1890. Miss Dunn was the sister of Mrs. Racey.

The Willes home stood atop an incline known as the Crossroads, now the site of the Crossroads Motel and Cottages, just one mile south of Jensen Beach proper. Mr. Willes entered the pineapple and citrus business, shipping carloads of the fruit to northern markets.

The Willeses were among the founders of All Saints Episcopal Church, and Mr. Willes served as a layman and vestryman. The Willes family grew to twelve children.

★ [HUGH DE LAUSSAT WILLOUGHBY], one of the school's finest athletes, was graduated in 1877 from the University of Pennsylvania as a mining engineer, and made his first sport fishing trip to Florida. It was the beginning of his love affair with the state.

In 1897, with William Brewer of Buena Vista, Virginia, and Sam Roberts of Lemon City, Lieutenant Hugh L. Willoughby returned from a twenty-six day trip across the Everglades, from Harney River on the West Coast, arriving at the Bay of Miami, February 5, 1897.

In 1908, Willoughby was asked by the Commodore of the New York Yacht Club to look around for a place to establish a southern station for the club. Miami, his first choice, did not offer what he was looking for, nor did Palm Beach, when a happenstance sent him to Sewall's Point to talk with Captain Henry Sewall. The result was a life-long business and personal relationship with Captain Sewall.

Before buying property from the Captain on Sewall's Point, Willoughby went north to Washington, greatly excited about the St. Lucie Inlet possibilities. He convinced the Committee on Rivers and Harbors that the Inlet was worth developing...and so it began.

Returning to Sewall's Point, Willoughby built a house on the property he purchased and called it "Mandalay." The estate has recently been divided for several private residences.

Willoughby formed the Sewall's Point Land Company with himself as president and Henry Sewall as vice-president. They spent \$200,000 on ten miles of rock road, docks, and the building of the original Sunrise Inn.

They sold a number of the lots, at a good profit.

Hugh Willoughby had such a colorful career, and was so well known internationally, that some of his many accomplishments must be listed, whether or not they took place in Martin County. He was the first man to win an athletic letter at the University of Pennsylvania; Ernest Michaux, the inventor of the bicycle, taught him to ride one in Paris; he saw ahead to the use of the airplane in war, and his own bi-plane, War Hawk, first flown in 1909, was patented in the United States, France, and England, and was the first plane designed for military use.

In 1915, Willoughby was the first to demonstrate the dropping of "a Whitehead torpedo from an airplane." He drove his car in the first race ever held on a circular track; he won the cup at the first automobile race held at Ormond Beach; he founded the American Canoe Association; was among the founding fathers of the New York Yacht Club, and was a founding father of the Aero Club of America, his interest in aviation dating from 1888.

Willoughby organized the Naval Reserve of Rhode Island; his sixty-foot Sea Otter was the first motor boat to be equipped with a wireless telegraph; he built seaplanes on Sewall's Point and was still flying at the age of seventy-one, back in 1928 when he was America's oldest licensed air pilot.

"Lagunita," the name Captain Willoughby gave the residence he erected near the Sunrise Inn at Port Sewall, for rental purposes, was one of the finest in the county, and cost many thousands, as everything used in the construction was of the highest type and grade, according to the Stuart Times of Friday, January 21, 1916.

"The carpenter work was under the direction of B. E. Phillips, a Stuart contractor who did a first class job, while a local man did all the plumbing. The painting is being done by Stuart's most skillful decorator and painter,

Mr. George Farlee," the article explained.

The house, of Spanish Mission type, two stories, attic, and a large observation enclosure on the roof, was heated by hot water, having "all modern conveniences, including acetylene gas light and running water."

Downstairs were a living room, den, dining room, and one bedroom; upstairs were "four large roomy bedrooms." Separate from the house were servants quarters, with bathroom and kitchen. "The den and living room are done in Spanish Mission colors by Mr. Farlee," the Times reported, "the cornices and ceilings in the same colors with decorated freize and center pieces. The bedroom downstairs is in French grey and blue and the combination as worked by Mr. Farlee is a pretty one. The dining room is done in three shades of green, decorated freize and center pieces. The floors are varnished with the high grade kind that will not show a foot mark

or be damaged by water.

"Upstairs the woodwork is white enamel and the same high grade varnish is applied to the floors. There are two bedrooms ensuite with bath on each side. The south side bedrooms are done in French grev for the walls and the ceilings in French ivory. The other two bedrooms are in two shades of olive green. It was in the rooms upstairs that Mr. Farlee's artistic works showed the prettiest.

"The outside of the house (concrete block) is painted in what is called a 'Trus Can Stone Tex' and is said to be waterproof. The servants quarters nearby have laundry and kitchen and butler's pantry downstairs, and four bedrooms and bath upstairs. Here the artistic touch of Mr. Farlee's brush is in evidence, for nothing was left undone when it came to the painting

and decorating.

"The view from the observatory is fine. Off to the east can be seen St. Lucie Inlet and to the south the Indian River as it crosses the St. Lucie at the Inlet. Altogether, 'Lagunita' is a fine home and the person who occupies it will lack nothing in the way of conveniences, climate and scenery. The grounds are gradually being fixed up with shrubs and trees, likewise drives and a garage for automobiles."

Mrs. Hugh de L. Willoughby III (the former Marjorie Wilson of Philadelphia), and her son, Dickson, great-grandson of Captain Wil-

loughby, now occupy this near-landmark residence.

◆ [O. K. WOODS] and his two brothers, who bought approximately two hundred acres on the river, lived at Rockledge, the first "tourist mecca" south of St. Augustine. When the Woods brothers were ready to do their planting, they sent for Morris Raiford Johns, who had been working at Rockledge, coming from Orlando, where he was born. Johns came to oversee the clearing and planting of ten acres of pineapples, and John Taylor was straw boss; black field hands were brought in from Rockledge to do the actual clearing. It is reputed that the Woods plantings were the largest, in those early days.

When the summer planting was finished, Morris Johns homesteaded one hundred sixty acres west of the present Palm Beach Road, running west to the center of the original high school (now the Middle School on East Ocean Boulevard). He built his house on the hill overlooking the "old hospital lake" to the east. Eventually, he held the position of Deputy Sheriff out of Juno, then a county seat. Morris contracted a strange illness, while hunting a criminal hiding in the woods, and never recovered, dying in the line of duty. His homestead includes Highlands Addition, Boggan Addition, bounded by Palm Beach Road and the old black baseball park.

★ In 1891, [LARRY P. WRIGHT] of Rutherglenn, Virginia, arrived to homestead one hundred sixty acres, which embraced the Indian Groves, Fernhill Cemetery, the Hillcrest and Lincoln Park areas. His property

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abutted Charles Guller's to the east, running north half a mile, abutting Kanner Highway to the east, and running east one-half mile – a true quarter section. He planted pineapples and a few citrus trees.



Hutchinson Island

BY MRS. WILLIAM CLARK SHEPARD



James A. Hutchinson, a Georgia farmer, appeared in St. Augustine in March of 1803 and petitioned Florida's Spanish Governor White for "2,000 acres on the mainland." His petition was granted the following day and is presumed to have represented land near the confluence of the St. Lucie and Indian rivers, or in the Stuart area.

Four years later, in March of 1807, Hutchinson returned to St. Augustine to complain that the Indians were molesting his slaves, damaging his crops, and stealing his cattle. He petitioned Governor White to change the location of his grant across the Indian River to the Island. His request was granted, the Governor decreeing that "the North Part of Jupiter Island shall hereafter be known as Hutchinson Island." It is presumed that this included the island between St. Lucie Inlet and the then existing natural inlet a couple of miles north of Fort Pierce.

Hutchinson reappeared before the Governor a third time, in 1809, complaining that his island (beans) plantation had been raided by pirates, his buildings burned, his slaves stolen, and his crops damaged. History does not record the outcome of this visit, because, on his return trip, Hutchinson lost his life by drowning, presumably in the New Smyrna area.

In 1826, Congress confirmed the Spanish Grant from Governor White to James A. Hutchinson, and on February 8, 1827, his heirs were granted, by the United States, "an island of 2,000 acres on the east coast of Florida running south from the mouth of the Indian River to Jupiter Inlet." Congress ordered a survey, as there were more than 2,000 acres on the island and the heirs were disputing the exact location.

In 1843, John Hutchinson, grandson of James, arrived from Augusta, Georgia, with the Armed Occupation Colony. A single gentleman, he established residence six miles south of Fort Pierce on the Indian River shore of the island, but seems to have disappeared with the disbanding of the colony.

When the United States government gave the Hutchinson heirs all of what is now known as Hutchinson Island and Jupiter Island – inlet to inlet – the St. Lucie Inlet was closed, and had not been reopened by the early settlers. Thus the north part of what is now Jupiter Island was originally part of Hutchinson Island. The exact location of the 2,000 Hutchinson acres remains a mystery.

In 1881, a Mississippi Hutchinson (possibly Edward B.) retained Charles A. Sherman and Andrew J. Lewis, attorneys (presumably of Washington, D. C.), to have the island surveyed and the title established. For these services, the lawyers were to receive title to half of the property. History does not record further the action of Sherman and Lewis, and no record remains of any Hutchinson having been on the island for forty-two years. Then, in 1885, Edward B. Hutchinson arrived.

Edward B. (Ned) Hutchinson, a slender, five-foot-ten Mississippian, was a dyed-in-the-wool Civil War Confederate soldier who never gave up fighting the war, defending the South, or hitting a cuspidor at ten feet. He was the only man here who subscribed to a newspaper (the *New York World*), was well informed on national and world events, and could "out-cuss" a New York longshoreman.

Olive E. (Liv), a Texas schoolteacher before she married Ned, was said to be a dignified and gracious Southern gentlewoman who seemed to enjoy putting up with Ned's shenanigans. They had met in Mississippi while Liv was visiting relatives there.

Liv Hutchinson was a master craftswoman, making sewing baskets from calico shells (scallops), necklaces and bracelets from coffee shells, and watch-fobs from key shells and sea beans. She made other items from the lionpaws, tigerpaws, and conchs. From donocs she made tasty broths and chowders, selling them to Peter Cobb and Walter Kitching for "pin money."

When Ned and Liv arrived by boat from Titusville, they built a small, inexpensive house on Hutchinson Island, across the Indian River from the north end of Eden. They cleared two fields totaling five acres and raised beans. It would appear that Ned built his house near his grandfather's original site, and put in beans as he had already learned of the difficulties Captain Richards encountered in his attempt to raise pineapples on the island.

One hears of no connection between the Hutchinsons and Frederick Whitehead, the first Keeper of the House of Refuge (established in 1875 and completed the following spring), but it is known that the Hutchinsons found island living lonesome. Bears tipped over their water barrels and ate the few home-use pineapples they raised, while wildcats killed their chickens and housepets.

A Carolina bachelor by the name of Thomas A. Taurman, who was a builder, a carpenter, and a cabinet maker, had settled on the mainland at Ankona two or three years earlier, on land he purchased from Dr. John Fletcher Ankeney. He planted a large field of pineapples and built himself

a two-story frame house and a twenty-six foot sloop, the Foam, to carry his pineapples to Titusville for shipment.

Taurman and Hutchinson entered into a verbal agreement in which Hutchinson would look after the groves and fields, Mrs. Hutchinson would keep house while Taurman was away, either building houses or transporting his pineapples: all this in exchange for food and living quarters on the mainland nine months out of the year for the Hutchinsons.

For the three winter months, Ned and Liv would return to their island home and raise their annual crop of beans, living almost entirely off the island, getting ducks, rabbits, wild turkeys, raccoons, turtles, fish, deer, and raising their vegetables.

Ned died June 10, 1900, and is buried in the old Eden Cemetery. Liv sold her title to the Hutchinson claim to M. G. Daniels, who already owned a pineapple plantation at St. Lucie, and went to live with relatives in Mineral Wells, Texas.

Six years before Ned's death, in 1894, a decree was handed down stating that the 2,000 acres of the James A. Hutchinson grant actually lay north of the present Martin County line. However, the newly-built A1A on Hutchinson Island now runs directly across the bean fields. The right-of-way touches the spot where the northwest corner of Ned's home once stood. The south end of A1A, that runs for a mile or so along the river bank, is almost on the north line of the bean farm. The house was approximately one hundred feet back from the river bank it faced, being closer to Fort Pierce than to Jensen or Stuart.

In 1901, the Davis family moved from Marion County to Hutchinson Island, built their house adjacent to Fort Pierce, and in 1902 Father Davis opened a butcher shop on the mainland. On October 20 of that year, G. S. Davis, the second son of the family, was the first white child born on the island. At the time, there was a black family – the Goodbreads, of whom Pliny Hall of Mars Hill, Jensen Beach, is a descendant – living on the island, and it is reported that the mother of this family acted as midwife when the Davis baby was born.

There were other faithful and industrious blacks on the island. Henry Dean and Elias McKinney, who worked and cared for the Brewers and the Shepards, and George Mackey, who farmed the old bean farm until the new AlA was built. His wife, Emma Mackey, has been with the Shepards for twenty years, and if not boss at her own home, she rules the Shepards.

In 1903, Mr. Davis moved his butcher shop to Jensen, but, unable to support himself and his growing family, the area being so small, moved to Miami in 1905. Not only was G. S. Davis the first white child born on Hutchinson Island, his mother was Leila Martin before she married Mr. Davis, first cousin to Governor John W. Martin, for whom Martin County was named in 1925.

Hutchinson Island has one of the most treacherous stretches of coast line on the entire east coast of the United States. The Indians inhabited

the island 3,000 years ago, according to the excavating done in 1972-1973 by William Rudge and Robert A. Holman, working in an Indian burial mound belonging, for scientific purposes, to the Martin County Historical Society. Artifacts and skulls from the mound are on permanent exhibition at the Society's Elliott Museum on the island.

In 1830, before John Hutchinson, grandson of James, arrived, Don Pedro Gilbert, a ruthless, cruel, dashing buccaneer - one of the most notorious of "The Brethren of the Coast" - was to give the area known as the mouth of the St. Lucie his name: "Gilbert's Bar." Periodically, the inlet there would open, allowing Don Pedro to ease his low, sleek, black schooner, the Panda, over the bar, skirt around what we know as Sewall's Point, and go upriver to where the peninsula begins. It was said that Don Pedro loved the high, sugarsand hill that stands by itself in a bay on the east shore of the St. Lucie, called by the early settlers Mount Pisgah, just south of the Evinrude-Langford estate.

Don Pedro didn't save his money or bury it on the shores of the St. Lucie, he took it with him and spent it freely on women and drink in Havana. On September 20, 1832, he and his Panda engaged the American brig Mexican of Salem, Massachusetts, with Captain Buttman in command, and the pirate succeeded in capturing her. Tying her crew below decks and stealing some \$20,000 in specie she was carrying for trading purposes in South America, Gilbert set her afire and left. Fortunately, the crew got loose and were able to save themselves and the ship.

Captain Trotter of the British Navy eventually found Don Pedro trying to buy black slaves on the east coast of Africa with the stolen \$20,000. Trotter blew up the *Panda*, took Gilbert to England in chains with his entire crew, where they were transferred to His Majesty's gun brig Savage and taken to Salem.

They stood trial in Boston on November 11, 1834, on "piracy charges." For two weeks it was the nation's most sensational news, resulting in conviction for Don Pedro on November 25, he being sentenced to hang by the neck until dead. The lawyers, David L. Child and George Hillard, managed a verdict of acquittal for the cabin boy, the cook, and three of the seamen. But Don Pedro remains forever a name in history, if for nothing more than that it appears on all maps of Florida, marking the St. Lucie inlet at Gilbert's Bar.

In 1876, Gilbert's Bar House of Refuge Life-Saving Station on the island was completed, and records of the wrecks and rescues it saw are detailed in the archives of that service in Washington, D.C., with some pertinent information on display in the House itself, now a museum administered by the Martin County Historical Society and budgeted by Martin County.

We know that the Indians inhabited Hutchinson Island dating back some 3,000 years, and that these Indians were very primitive is evidenced by the lack of tools and jewelry found in the burial mound and other shell mounds (middens) scattered along the island. The sandflies (no-see-ums)

were as prevalent then as they are today, so the Indians lived on the island during the winter months, then crossed the river to the mainland to avoid the pesky insects. Many Indians died on the island, leaving two burial mounds and evidence of at least one large village, about two miles north of the St. Lucie Inlet.

As recently as 1959, there was still evidence of the Hutchinson Island bean plantation, and the various bean farms of pioneers which lie on the north end between the present St. Lucie County line and Fort Pierce.

In 1925 the mainland was connected by a mile-long wooden bridge barely wide enough for two cars to pass. The draw swung to the side and was operated by two people walking in a circle. Mr. and Mrs. G. M. Shipes managed the draw for many years. Sometimes the people waiting would get out of their vehicles and help.

Through the years, a few individuals began to purchase property on the island - some for speculation, some as investment, and two or three to build winter cottages. But nothing much really happened; the island remained an isolated jungle paradise with fine sandy beaches, quiet bays

and coves edging a glass-clear-bottomed Indian River.

In the early thirties E. Gordon Brewer purchased a great deal of property from ocean to river just north of the Jensen Bridge, and established the Kensington Club, facing the ocean, a private beach club (for members only) with a gift shop and dining area. (This was no longer a club when, in the late sixties and early seventies, architect Peter Jefferson occupied it with his family.)

When the need arose for a Coast Guard Station on the island during World War II, Mr. Brewer agreed to having one built on land he owned beside his small "snack shop." The Coast Guard erected a 12-room, 12shower bath building with dining room, walk-in freezer, kitchen, and

lounge.

Kennels were put up for the watch dogs farther up the island; but when the dogs proved unsatisfactory, they were replaced by horses. Men would patrol the island on horseback from eight o'clock at night until morning, meeting at the House of Refuge to compare notes, rest, and have a bite to eat. The only people allowed on the island during the war years were those who actually lived there in their own homes - the William Clark Shepards, the Cheeks, and Gordon Brewer. The Shepard residence was just north of the stables.

One of the very interesting sights was to see the Coast Guard riders take their horses out of the stables, where they remained in the daytime, let them loose on the beach and watch them romp in the ocean, cooling down and relieving the itching from the always attacking sandflies. The animals would romp free, chasing one another up and down the beach until feed time - and the night's work of riding patrol.

During World War II, a German submarine slipped through the coastal patrols and torpedoed nineteen tankers within forty-eight hours. A submarine was sunk by the Coast Guard a short distance north of the Shepard property. She is reported to have had \$10,000 in silver aboard, and mercury as ballast. It is also well known that there are sunken Spanish vessels, American merchant ships, and privately owned boats from inlet to inlet in an area now under archaeological survey by the Martin County Historical Society.

After World War II, E. Gordon Brewer acquired the Coast Guard building and started a club which was known as the "Sand Club."

The Florida Power and Light Company felt that it could not bring electricity to the island but with the outside help of J. K. Patterson, the deed was accomplished.

About this time Captain Louie came to light, he being a hermit who lived in an old boat that was tied up at the House of Refuge dock in the Indian River. There is a story that Capt. Louis Bartling was shipwrecked and landed on the river side of the island near the House of Refuge, clutching part of the mast of his boat, with a small puppy tucked safely inside his shirt. True or not, it's a good story. The Captain was a constant worry to the Red Cross on the mainland when the seas were high, the water rough, and the wind blowing at forty to fifty knots. But he seemed oblivious to it all. He fed himself from the land and the neighbors. One was not inclined to say "No –" to Captain Louie. He was burned to death in his boat.

Out of nowhere came a second hermit by the name of Pompano Chuck Solmer. He lived in an old car with a dozen pet dogs – all sizes, shapes, and breeds. People feared the dogs were not being properly cared for and an investigation was instituted. It proved that Chuck was as fond of and as loving to his dozen animals as any pet owner, much to the chagrin of the investigators. So endearing were Chuck's animals, that Captain Louie graciously surrendered his nylon stocking coupons in exchange for dog food coupons, and so endeared himself to many. Chuck lived up to his nickname: he caught the biggest pompanos on the island. It almost seemed as if he had some special rapport with the pompanos.

In the early fifties James Rand acquired part of what is known as Seminole Shores on Sailfish Point, three miles south of the House of Refuge. It was his intention to develop the area with exclusive residences, a marina, a clubhouse, cabanas, and a restaurant. He built the marina, the clubhouse, and yacht basin, laid out and paved a number of streets, and built some thirty cabanas in a semicircle around a swimming pool, facing the ocean, so that one might take advantage of either fresh or salt water bathing. He also put in the telephone line for the south end of the island at a cost of approximately \$15,000. In return for the selling of a lot on U.S. 1 to A. T. & T., William Clark Shepard was able to get the telephone to the north end of the island.

Mr. Rand left the Martin County area in the early sixties and died in the Bahamas. At this time, the Hutchinson Island property was sold by Harvard University to a group of Boston investors, who plan an exclusive estate development.

Just north of Seminole Shores, Mr. Rand built a small block shelter for

Pompano Chuck, thinking he might live there and earn a modest living as a fisherman. Chuck lived in the shelter with his dogs until he was overtaken by a number of ailments in 1967 and was removed to Martin Memorial Hospital, where he soon died.

In the late sixties and early seventies, the south end of Hutchinson Island, in Martin County, saw the beginnings of residential construction when Mr. and Mrs. Lester M. Combs (who own radio station WMCF-FM) built a house south of the Shepard estate, followed by Mr. and Mrs. Ralph Evinrude, Colonel and Mrs. Roscoe Turner, and several other prominent people from other parts of the United States. Some of these larger residences are year-'round, some are beach houses – each distinctive, and reflective of careful planning to protect the ecology by owner, architect, builder, and with the watchful concern of the Martin County Commissioners.

Lloyd E. Dutcher built the first multi-family development – Little Ocean Club, on the ocean – and then Angler's Cove across A1A on the river, designed by Peter Jefferson, just north of the Elliott Museum and Stuart Beach. Since then, other condominiums have been built, all observing the four-story maximum height rule of the island. This rule applies also, to the ocean-facing Holiday Inn midway between the Stuart and Jensen Beaches. And so the growth continues, but done with taste and with the ever-vigilant interest of the governors of Martin County.

The third hermit living on the island was "Dirty Freddie." Freddie Gladwish was a graduate engineer who preferred the simple, unsophisticated, unhurried life of a beachcomber to that of a respected engineer tied up in a business suit from nine-to-five in some metropolitan center. He lived in an old summer boat on the Pitchford island property. Fred was not a shoe-wearing gentleman, but in spite of this, every Saturday he would dress in his best for a night on the town. Freddie was the victim of a hit-and-run driver while walking along Indian River Drive on the mainland in Jensen Beach.

During the war years, the Shepards, the Brewers, and the Cheeks took their turns at patrol duty, helping the Coast Guard Auxiliary. There were nine boats on constant patrol, three belonging to the Whiticar Boat Yard, three to the Coast Guard Auxiliary, one to Mr. Stephen Koronski, one to Mr. Cheek, one – the *Gobbler* – to the W. H. Shepards. The Shepard boat was captained by Walter Johns.

During the years from 1945 to 1957 there were many famous people who braved the sandflies to stay at the Sand Club. One of the attractions was the gournet cuisine which Andrew O. Mattson produced. He came to the Club after serving in World War II.

In 1962 the Southern Gulf Utilities agreed through Roland Merrell to bring water to the island. The islanders agreed to pay certain sums which were comparable to the land they owned. There are several wells at this time being kept open because they are good and almost potable. It is a joke that one island well brought out salt by the box and sulphur in cubes.

[168] History of Martin County

In 1955, The Martin County Historical Society was organized through the efforts of the Stuart Chapter of Soroptimists International, and it assumed the task of preserving the House of Refuge, which had been decommissioned as a government station in 1945.

Five years later, in 1960, Harmon Parker Elliott, a winter resident of Stuart, built the Elliott Museum in memory of his father, the American inventor, Sterling Elliott, of Watertown, Massachusetts. Both museums on the island are administered by the Historical Society. Both are State Historic Memorials, and on May 8, 1974, the House of Refuge was listed officially on The National Register for the Preservation of Historic Places. These designations were accomplished through the persistent efforts of Mrs. Janet Hutchinson, the Society's fourth director, who was appointed to the post December 15, 1965.

It is presumed that with continued vigilance in planning, the island, although being developed, will remain a carefully controlled conservation area. Sailfish Point, at the St. Lucie Inlet, is already an important nesting ground for several species of birds whose interests are a major concern of the Martin County Chapter of the Audubon Society.



Black History

BY ORA DELL LANDERS

These are some of the local residents who have made serious and constructive contributions to the development of Martin County.

The first black people who came into this "remote, undeveloped paradise jungle," now known as Martin County, arrived after August of 1842, when the Armed Occupation Act was passed by the Congress. At that time, settlers from Georgia, Alabama, Kentucky, and Virginia brought their black slaves with them. Mistreatment and abuse were commonplace in the dark days before the Civil War, and the black man who was transported to the sunshine of Florida received no better treatment. He worked long hours clearing the land...fighting the insects, the poisonous snakes, the wild bears, and, of course, the Indians.

Slavery was not an innovation peculiar to this country, to the South, or to the North American continent. Slavery started with the first people who devised the system of having one person, or group of people, become the legal property, or chattels, of another. It is well known that ancient Greece built its great civilization by the labor of the slaves, and that the Romans developed and refined the slave and feudal systems. Even today, with the memory of serfs and peons fading into history, and the so-called liberation of the black people in the United States in 1865, slavery is still practiced...but hidden behind a screen of legal innuendo in many lands.

With the discovery and colonization of the New World, trafficking in slaves developed to its highest and most profitable peak between North America and Africa. The selling of blacks to whites became big business, and the trade grew so intense that in 1807, the British Parliament prohibited such traffic. This is not to say that Britain gave freedom to her black colonists...it just forbade the buying and selling of blacks on the trade market. Other European countries followed this example, but not the United States, although the first law against slavery in North America was enacted by the Rhode Island colonists as early as May 18, 1652.

Slavery was prohibited throughout the British Empire in 1833, with the United States following only in 1863, when the Emancipation Proclamation was signed by President Lincoln on January 1, freeing the slaves in the Southern states then in rebellion against the Union.* Although the proclamation did not apply to slave states under Federal jurisdiction, it did affect some three million blacks. This was a declaration by President Lincoln in favor of abolition, and it prevented recognition of the Confederacy by Great Britain and France, enlisting their antislavery sentiment in support of the Union. The proclamation was made applicable to all States by ratification, in 1865, of the Thirteenth Amendment to the Constitution.

*Note: The Homestead Act became effective January 1, 1863 – the same day President Lincoln issued the Emancipation Proclamation. Its purpose was to open the vacant lands of America's vast public domain to agricultural settlement. To qualify, one must be a citizen of the United States or express intent to become one; be over twenty-one years of age or the head of a household, and own less than one hundred and sixty acres. To acquire title, one must establish residence on the land and bring a portion under cultivation. After six months' residence one could purchase the land for a dollar and twenty-five cents an acre, or after five years' residence could acquire title for a filling fee of fifteen dollars.

Under the act and its several amendments (originally passed by Congress May 20, 1862, amended to increase the size of holdings), more than a million families received title to two hundred and forty-eight million acres of public land. By its one hundredth anniversary, the Homestead Act had accomplished its purpose – the transformation of a wilderness into productive farmland. Now outdated, the Homestead

Act will always be a part of the American Heritage.

(from The World Almanac)

The proclamation giving the black man his freedom in this country did little to help rehabilitate, educate, or prosper him. He was no more ready to accept the responsibilities of his new freedom than an infant is prepared to face the outside world at the age of six months.

Eighty-nine years passed before the United States Supreme Court's decision, on May 17, 1954, demanded equality and freedom for the black

man, as had been stipulated in Lincoln's proclamation.

While some received care and consideration by concerned owners, and some even had basic educations – could read and write, and learned skills and trades – the freed slaves were given little encouragement or incentive to develop their potential. This came only in the second half of the Twentieth Century, when schools such as Fisk (1866), Howard University (1867), Bethune-Cookman (1872), Tuskegee Institute (1881), and Florida Agricultural & Mechanical (1887) were able to develop beyond their small beginnings. There was no opportunity for black students to attend high school in Martin County until approximately 1924.

When the Armed Occupation settlers left, for whatever reasons, many of the blacks were forced into bondage by the hostile Indians, some going to islands in the Caribbean, others to Central America. Even so, the Indian treatment was always better than that of the white owners. Many blacks intermarried, and were accepted into another culture and given a new code

of ethics.

How many of the blacks in this area are descendants of these inter-

marriages can not be determined, largely because no records were kept. It is believed, however, that some who might be able to trace their ancestry back a hundred or more years would find connecting links with both the Indians and the Africans.

Crispus Attucks, the first man to die during the Boston Massacre in 1770, was black...and since that time blacks have been making a contribution to the development of this country in every field from agriculture to

zoology.

When black schools were established in the early 1900s, there was a great variance in the qualifications of teachers and the range of curriculum. It goes without saying, the black schools were poorly constructed, badly run, and lacking in academic as well as recreational facilities. Black children had to walk to school; while transportation was provided for white children. Emma Christie Poole remembers walking along what is now the Sewall's Point Road past Castle Hill, the estate of Mrs. Leonard C. Childs, then owned by Captain Hogg. The captain always met Emma and her friends and would often have a piece of candy for them. Emma Christie was the first black child born on Sewall's Point.

In 1933, with school segregation a way of life, the Rosenwald Foundation, of Illinois, set aside funds to construct the Dunbar School for blacks in Hobe Sound, but its offer was refused by the school board. The plan of the Chicago philanthropist was to provide "separate but equal" facilities for black education, and was widely recognized as outstanding.

Determination on the part of one school board member for the construction of this all-black elementary school finally resulted in the Board's reconsidering its action, and the school was built. Prior to this, many of the so-called black schools were held in the black churches, as education was not available to these children in public buildings in the white communities.

Without public transportation, it was necessary for men such as the late John P. Mackey, of Port Salerno, and G. S. Reynolds, of Stuart, to transport their own children and others to the black schools, while the late Richmond Raysor, of Stuart, saw to it that the black children from the Jensen Beach area were taken to and from school.

(The following story of the county's first black school is from the Stuart News of Tuesday, December 3, 1974.)

ONE-ROOM SCHOOL

by Douglas Butler

More than forty years ago a one-room building in Port Salerno which lacked adequate heating and electricity provided hope of a better future for many black children.

The building even lacked a name; it was just four walls and a roof, 25 by 30 feet, but black children were bused from as far as Jensen Beach to get to the one-teacher, one-room schoolhouse.

The little building now serves as an art class for students at the Murray Middle School in Port Salerno.

Mrs. Costella Williams has been teaching for more than 40 years, and she was the first teacher at the little schoolhouse.

"I moved to Martin County back in 1929 and the school was built shortly after that," said Mrs. Williams. She taught at the one-room school for 20 years.

"We didn't have any lights at first, just oil lamps and a potbellied stove for heat,"

"The children gathered around the stove to warm themselves in the early morning," she said.

The school desks were the old type used more than 80 years ago. Eventually, the school acquired the desks that most children in school use today.

"We had no phone and we did our own janitorial work like sweeping the schoolhouse out and raking the yard and keeping everything clean," said Mrs. Williams. "The children took turns doing it."

She said the school wasn't forgotten by the community either. People built home-made seesaws and swings and donated them.

"The children took a fruit crate and cut the bottom out and nailed it to a pole so that they could play basketball. The girls helped me put up drapes on the windows; we were like a big family," said Mrs. Williams.

Mrs. Williams did not have any record players or instruments for the children

to play with, but her parents donated a piano to the schoolhouse. She said she played and sang to the children and taught them songs.

"I think the kids in those days were easier to handle than the kids of today," said Mrs. Williams.

"Children were more cooperative and able to work together as a team then."

Dr. David Anderson, dean of curriculum at Indian River Community College and newest member of the school board in Martin County, was one of Mrs. Williams's

"I remember that potbellied stove very well," said Dr. Anderson. "We cooked hot chocolate on it during the winter time.'

He said when he was going to that school, there were electric lights and running water but they still had to use an outdoor toilet. During the earlier days of the school, water was pumped from a well.

"She was another mother to us," said Dr. Anderson about Mrs. Williams. "But if you did something really wrong, you got your behind paddled."

He said she taught everything from health and hygiene, physical education, to

reading, writing and arithmetic.
"We already had the open school concept," said Anderson. "Students would help other students with their work because all grade levels attended school at the

"We even had a garden in back of the schoolhouse," said Anderson. "We tried to grow cotton one time but it didn't work out."

"I had little David for four years and he was a good student," said Mrs. Williams

Some of her other students are now teachers, doctors and policemen.

She now teaches at the Stuart Middle School in the special education building. The students today that attend art class in the building probably have no idea

what went on in the little schoolhouse years ago.

The one-room school lacked much, but those who went inside to learn found a human touch which pointed them in the direction of a better tomorrow.

In the thirties, the late C. E. Murray became principal of the fourroom Lincoln Park School in Stuart. He later named it the Stuart Training School, and the curriculum was widened to include vocational subjects, which would prepare the pupils with the means to earn a living. As black students from other county areas began attending the Stuart Training School, it became Murray's dream to establish a high school for blacks that would prepare them to enter colleges and universities, as well as professional and technical schools.

In 1932, the Stuart Training School held its first graduation, with

three students: Eartha Irene Smith, Harvey Poole, and the late Agnes Thompson. Harvey Poole is now a disc jockey with radio station WSWN in Belle Glade.

The following school term, 1932-33, the Martin County School Board discontinued the high school department of the Stuart Training School above the ninth grade. Since they were prohibited from attending the Martin County High School, black parents wanting to see their children continue their education had to send them out of town, to communities which were providing high school education for black children. Among local residents who left Stuart to attend high schools elsewhere are James White, now a dentist living in Dade County; Frederick Grundy, who attended Industrial High School in West Palm Beach; Omega Sawyer Riggins, now a teacher in Savannah, Georgia, and this researcher, Ora Dell Landers. I attended Lincoln Park Academy, in Fort Pierce, and am now a Martin County school librarian. The late Prudence Esther McHardy attended Bethune-Cookman High School in Daytona Beach, Philaford Johnson and Richard McHardy attended the high school department of Edward Waters College in Jacksonville.

Attendance at out-of-town high schools was costly for those concerned and determined parents who, after all, were helping to support the Martin County High School with their tax dollars.

Through the united efforts of the late Reverend Melvin Finlay, Mrs. Diley Moment, and Mary Lee Hamilton (my mother), the Martin County School Board was finally convinced that there was a necessity for the establishment of a high school here for black students. The high school department of the Stuart Training School was reestablished in 1934, with C. E. Murray, Hunter Johnson, Emma Bell Brown, Robert G. Murray, and Ernest W. Edwards holding the position of principal.

In 1964, the school was moved to Port Salerno and named the Murray High School, honoring the Murray family, whose members, collectively, totaled more than fifty teaching years in Martin County. The grade school remained in Stuart, and was named East Stuart Elementary. Felix A. Williams was its first principal. The P-TA of the elementary school had proposed to name it the Ora Dell Hamilton Elementary School, but opposition arose, and the East Stuart Elementary School was substituted.

When Ernest Edwards resigned as principal of Murray High, Walter Oden, guidance counselor, was appointed. With the coming of integration in the county, the first sign of unrest was evidenced when V. James Navitsky white, and now Superintendent of Schools - was appointed principal over Walter Oden. The Murray High black students boycotted the school. The boycott did not last very long, and finally the students - both black and white - adjusted to an integrated high school.

There are still some injustices, but, by and large, the students and faculty are working and studying together for the benefit of all. Gone, at last, are the days of unjust teacher evaluation, and pay based on color.

Realizing that St. Lucie County was at one time part of what is now

Martin County, I feel compelled to write briefly about Doctor Zora Neale Hurston, an outstanding black author of the Twentieth Century. Dr. Hurston died in Fort Pierce on February 3, 1960, in poverty and obscurity, at the age of fifty-two. Born in Eatonville, a small black community near Orlando, that became the first incorporated black town in the United States, Zora attended the local school. Her father, a Baptist minister, gave to his daughter the advantage of his own academic knowledge, and encouraged her quest for advanced education.

Zora Hurston entered Howard University, in Washington, D. C., and, after completing two years there, was awarded a two-year scholarship to Barnard College in New York City. The second black woman to graduate from this famous school, Zora supported herself during this period by her position as secretary to the world renowned author, Fannie Hurst. When traveling, and confronted with discrimination in hotels and restaurants, Miss Hurst, never at a loss for a solution, would calmly introduce Miss Hurston as "The Princess Zora –" and welcome mats were out and doors opened.

After Barnard, Zora studied anthropology for three years, working under Dr. Franz Boaz. In recognition of this work, Morgan College, of Howard University, conferred upon her the degree of Doctor of Letters. She was also awarded two Guggenheim Fellowships and a Rosenwald Grant. To supplement her income from her books and articles, Dr. Hurston taught at North Carolina College for blacks.

To say that Zora Hurston was not a victim of prejudice would be to lie. Many have tried to tear her writings apart; some editors refused to read or buy her work because of her color. Some asserted that the scholarships and grants were merely to appease a race demanding recognition. Impoverished, and serving as a substitute teacher at Lincoln Park Academy in Fort Pierce, she suffered a stroke and died in a county home, unrecognized in her native state.

The late Theodore Pratt, widely read Florida writer, wrote in a pamphlet about this woman,

"...Her funeral at a tiny Negro funeral home in Fort Pierce was attended by over one hundred people, sixteen of them white. The mourners overflowed the small hall out onto the porch and then into the yard. There was a little printed program entitled Funeral Rites of the late Zora Neale Hurston, which offered a brief biography, the order of the service, and the names of the pallbearers and flower girls, who were some of her students. Expenses were paid by contributions, many from those who never knew her."

Zora Neale Hurston wrote more than ten published novels, worked at Paramount Studios in Hollywood, contributed to such nationally recognized magazines as *The Saturday Evening Post*, and to many of the larger and better known black newspapers. Dr. Hurston deserves inclusion in our history because of the contribution she has left as her legacy through literature.

*Thomas S. Allen, born February 24, 1906, in Titusville, was the tenth

child of Thomas and Carrie Allen. He attended grade school there, and, in 1923, moved to Stuart. With five dollars borrowed from his sister Carrie, he started his own sanitation business with an old Model-T dump truck. Later he established a wood yard across the street from his Lake Street home, for many years supplying winter residents with firewood. Next, he began hauling shell from the banks of the St. Lucie Canal, and it was he who gave the landfill for the site of Parker Annex Elementary School. Thomas Allen died in December, 1974, at the age of sixty-eight.

Felix Williams was born in Jacksonville and attended Stanton High School. After receiving his Bachelor of Science degree in Agriculture and Science from Florida A & M, he went on to receive his Master's Degree in Administration. In 1942, he married his college sweetheart, Fredericka Geathers. Coming to Stuart in 1947, he was a science teacher in the Stuart Training School, later becoming principal of the East Stuart Elementary School. He is now Director of Special Education for Martin County.

Receiving the Black Teacher of the Year Award in 1957 he served as President of the State Science section of Florida State Teachers Association, and has held the following posts, or is serving in them at this writing: Board of Directors of the Martin Memorial Hospital, Martin County Cancer Society, American Lung Association of Southeast Florida, and Representative Director of the Florida Lung Association.

A member of the City Housing Authority of Stuart, the Advisory Board of Florida Learning Resource Service, and advisor of the Regional Mental Retardation Association, Williams is a member of the Mental Retardation Association, and has served on the Board of Directors of the Pioneer Occupational Center for the Handicapped. He is a member of Rotary International, of American Legion Post 176, and the 4-H Advisory Committee. He is a past member of the City Human Relations Board, Past Director of the Gulf Stream Boy Scouts of America, and has been a Science and Agriculture teacher in the Martin County School System.

★ It was Felix Williams who, while Principal of the East Stuart Elementary School, hired M. Louise Cruice as Martin County's first white teacher in a black school. Miss Cruice, teaching at the time in Hobe Sound, was the only white teacher to offer her professional services to the Board of Public Instruction to begin the integration of faculty, to precede the integration of the school system. A graduate of the University of Maine, with a Bachelor of Science Degree in Education, Miss Cruice resigned her post at the Hobe Sound Elementary School in 1967, joining the staff of East Stuart Elementary, thus starting an integrated faculty.

With everything else, Felix Williams finds time to serve as a trustee and treasurer of the St. Paul A.M.E. Church.

Mrs. Felix Williams, the former Fredericka Geathers, of Winter Haven, married her college sweetheart and came to Martin County with him to accept a teaching post. In order for her to attend high school, it was necessary for her to travel to Bartow, the county seat, where she prepared to enter Bethune-Cookman College, receiving her Bachelor of Science

degree in Elementary Education. After receiving her Master's Degree she has remained in the Martin County School System. She was the first black secretary of the Martin County Teachers Association and, at this writing, teaches language arts at the Parker Elementary School, having taught also at East Stuart.

Mrs. Williams remembers when part of 7th Street in Stuart was zoned for whites on one side and blacks on the other, with no houses built on the white side, a restriction that no longer pertains.

★ Gilbert Miller, born in Stuart, attended the Stuart Training School, and, in 1937 joined the W.P.A. Finally, able to secure limited funds, he entered Florida A & M, interrupting his studies for three years in Europe with the U.S. Army. Upon his return, he entered Bethune Cookman College. In 1950 he was appointed principal of the Dunbar Elementary School, and, in

1967, was appointed to the County Staff Administration, in charge of the Federal Education programs, as Director of Instruction Support.

A communicant of St. Monica's Episcopal Church, he is a member of Phi Beta Sigma fraternity (Delta Luma Chapter in Fort Pierce). Governor Reuben Askew appointed Miller to serve on the 19th Circuit Judiciary, and he has served on the Executive Committee of the Democratic Party in Martin County. Walking to a little, run-down elementary school, Gilbert Miller was one of the first to appreciate the full advantage of the Rosenwald Grant to further black education in Martin County.

Mrs. Miller, the former Dollie Squire, of Bartow, had her elementary schooling there, and her high school in Winter Haven before entering Bethune-Cookman College for her Bachelor's degree in Home Economics and General Science. She took her Master's degree in Guidance and Counseling at Indiana University. A member of St. Monica's Episcopal Church, and of Beta Phi Beta International, in Fort Pierce, Mrs. Miller is a charter member of Martina – a women's organization founded in 1953 to promote a better social life in the community. She is also a member of the

League of Women Voters.

★ Willie Jay Thompson, son of Jonathan Thompson of Moundsville, West Virginia, and Leolia Thompson of Dawson, Georgia, was born in Stuart, December 3, 1938, attended local elementary schools, completing high school at the Stuart Training School in 1956. In 1961, he received a Bachelor of Science degree in Elementary Education and Instrumental Music from Florida A & M, and in 1973, a Master's degree in Administration and Supervision from Florida Atlantic University in Boca Raton. He is now working towards a degree as Educational Specialist in Administration and Supervision.

His first teaching position was as director of music at Booker Park Elementary School in Indiantown, and later he went to the Douglas Brown High School in Okeechobee. He was appointed Art Instructor of an Adult Evening Program in 1964, under the Martin County educational system, while teaching at Booker Park. From 1965 to 1967, he was county-wide art instructor, and continued with the adult classes until 1972. In 1967, he

joined the teaching staff of the Palm City elementary school, and is still there, the first black teacher in an all-white school.

In 1967, he organized the East Stuart Community Choir of thirty mixed voices, which has toured the United States and the Caribbean Islands under his direction. He has been a director of the East Stuart Civic Center, a member (and treasurer for two years) of the Florida Education Association, the National Education Association, the Florida Art Association, Florida Adult Education Association, and the Martin County Education Association. He is a member of Kappa Delta Phi fraternity.

Aside from his post as humanities and social studies teacher in Palm City, Mr. Thompson finds time to teach vocal music at Indian River Community College in Fort Pierce, to tour with his various musical groups, run a catering service, and to travel – as he says, "to further my education —." He and Mrs. Thompson have visited Hawaii, Greece, Turkey, Yugoslavia,

Puerto Rico, and much of the United States and Canada.

In 1963, Jay Thompson received the Teacher of the Year award at Douglas Brown School, Okeechobee; in 1970, the Distinguished Community Service Award, American Legion Post 176; in 1971, the P-TA Award of Appreciation, Palm City Elementary; in 1972, the Community Service Award given by St. Monica's Church, and the Young Educator of the Year award from the Stuart-Jensen Junior Chamber of Commerce. In 1973, he received the Plaque of Appreciation from the Mt. Calvary Baptist Church, a second Plaque of Appreciation from Palm City Elementary, and Outstanding Elementary Teacher of America listing in Washington, D.C., in the National Edition of 1973.

Not to be outdone by her husband, Agnes Washington Thompson, daughter of J. D. Washington of Jacksonville, and Emma Lundy Washington of Edison, Georgia, was born in Jacksonville, and attended Lincoln Park Academy in Fort Pierce before going to Bethune-Cookman, where she received a Bachelor of Science degree in Elementary Education, following that with a Master's degree at Florida A & M. Mrs. Thompson teaches first grade at Palm City Elementary.

Robert L. Hall, born in Stuart April 1, 1937, son of the late John H. Hall and Mrs. Anna J. Hall, was educated in the Martin County School System. In 1964, already a member of the Stuart City Commission, he was the first black elected to the position of Mayor – a post both difficult and rewarding.

Commissioner Hall's professional training in budget and finance, and in parliamentary procedure, has been most helpful in his political activities. He is president of his own business, the R. L. Hall Service, Inc. Past Grand State Potentate of the State of Florida Shrine of Ancient Arabic Order, a Mason, and past president of the Martin County Community Affairs Committee, Hall is also a member of the National Business League, the Florida League of City Community Affairs, and a past president of the Democratic Men's Club of Martin County.

He serves on the Martin-St. Lucie Council of Governments, and

received the Honor Award from Club Utilitas, Fort Pierce. Serving as a City Commissioner in 1970, Robert Hall became vice-mayor in 1971, and again in 1972 and 1973. In 1974, he was elected Mayor of Stuart.

David Lee Anderson, son of the Reverend and Mrs. Jesse H. Anderson, was born in Stuart July 20, 1941. His parents may be considered pioneers of the Port Salerno area, coming here during their youth in 1924. The Reverend Mr. Anderson is from Eleuthera Island, and Mrs. Anderson was born in Florida. David is the seventh of their twelve children.

After elementary and secondary education in Martin County, David enrolled at Indian River Community College, where he received an Associate of Arts degree. Two years later, he received a Bachelor of Science degree in Political Science at Florida A & M, returning to Martin County in 1964 to teach. In 1967, he married Barbara Louise Gilbert, daughter of Mr. and Mrs. Otis Gilbert, of Stuart. The Gilberts came here from Georgia in 1924. Barbara is the sixth of their eight children. She and David have a son, David Lee Anderson, Jr.

Returning to the university for his graduate work, he earned a second Bachelor's degree – in History and Government. He has a Doctorate in Educational Administration, having attended Florida A & M University, Rutgers in New Jersey, the University of Maryland, and Florida Atlantic University. He has taught on all levels of education, from elementary grades to the university system, in addition to working as an administrator

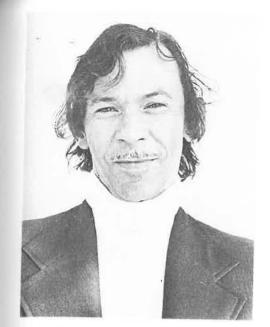
in the Martin County School System.

Active in civic, social, and political affairs, Dr. Anderson has served on the Community Affairs committee, Area Health and Planning Council, Council on Aging, the Pioneer Occupational Center, Boy Scouts of America, the Environmental Center's advisory board, the School Advisory committee, and numerous others. He has served, also, on the Jury Commission.

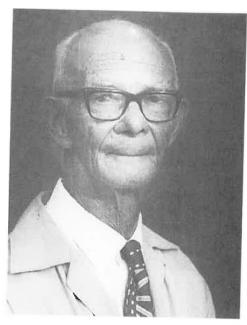
Embarking upon a political career in 1972, he won the Democratic nomination for County Commissioner, being the first black to achieve such recognition in Martin County. He was defeated by his Republican opponent in the general election by only two hundred votes. In 1974, Dr. Anderson sought a School Board seat, and defeated an incumbent of eight years by a comfortable margin of fourteen hundred votes.

The recipient of many honors, he was awarded, in 1970, a \$14,000 stipend to represent the Southeast Region of the United States as a National Office of Education Fellow, having been selected from among six hundred applicants to represent eight states. He was named "Man of the Year" for the State of Florida, in 1974, by Phi Beta Sigma, Incorporated. Anderson has served as a consultant for the United States office of Health, Education and Welfare (HEW), and for many public school systems throughout the state.

An assistant Dean of Instruction at Indian River Community College, Dr. Anderson administers instructional programs at the college's south campus, the Roschman Site, in Martin County. He also serves as Super-



Jack White.



Robert Goodbread.



Walter E. Oden



Mr. and Mrs. David L. Anderson.



Robert L. Hall.



Mrs. Costella Williams.



Richard (Victor) McHardy.



James L. Hall.



Ora Dell Landers.



Mrs. Eli (Catherine) Howell.



Eli James Howell.



Gilbert Miller.



Mrs. Gilbert (Dollie) Miller.



Leroy Washington.



Agnes Washington Thompson.



Willie Jay Thompson.



East Stuart Choir.



Felix A. Williams.



Mrs. F. A. (Fredericka) Williams.



Emma Christie Poole.



Ward G. Hall.



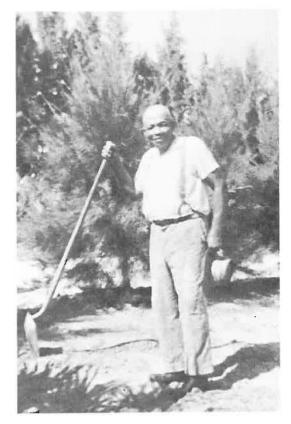
Christina Rosher Hall.



Willie E. Gary.



Gloria Royal Gary.



Henry Dean.



Mr. and Mrs. George Mackey.

intendent of the Sunday school at the Church of God in Port Salerno.

Mrs. Anderson is also active in the educational structure of Martin County. A member of the Advisory Committee for the Middle Schools of Martin County, the American Association of University Women, Alpha Kappa Alpha, Incorporated, of America, the Florida Music Educators Association, and the American Association of Church Musicians.

After attending local schools, Barbara Gilbert Anderson was graduated *magna cum laude* from Florida A & M, before attending Indiana University and Florida Atlantic University. She is at this writing a doctoral candidate.

Robert Goodbread came to Jensen Beach in 1896, by boat, with his parents. His father, a railroad worker, went to work for the new Flagler railway, which had just come to the area. Mr. Goodbread remembers well the long walk to and from school, and rowing across the Indian River to hoe beans on Hutchinson Island, at ten cents an hour.

Leaving the area to earn his living in Pennsylvania and New Jersey, he returned to build his home on Tick Ridge, to which he and his wife retired. He recalls some of the family names in Jensen and Stuart... Joe Westfield, DuVoil (of Boston), Major, Perry, Hicks, Snaders, Bailey, Richardson, Madison, Paintney, Pliney Hall, Lenny Mullan, Jacobs, Silas, and McKay.

Mr. Goodbread has watched carefully the integration of schools and the development of the equal rights movement. Although a supporter of Civil Rights, he feels that "there are two sides to the coin." He is no more in sympathy with the blacks-for-blacks philosophy than he was with slavery, and hopes to live to see the day when "there is truly equality for all peoples, for both sexes, and there is harmony in the world."

Sergeant James L. Hall, son of John and Anna Hall of Gainesville, was born in Martin County, January 19, 1930, and attended local schools. Upon graduation from the Stuart Training Center, he entered the Police Academy division of Indian River Community College, and, on June 6, 1956, was one of the first two black police officers appointed in the County.

Sgt. Hall recalls that his father, a farmer, left Gainesville and traveled to Palm Beach County seeking employment. It was during the depression, and Mr. Hall entered the construction business in Palm Beach County before coming here. James and his wife, the former Roslyn Hall, of Jensen Beach, have seven children: Patricia, Ingrid, John, Joanne, James W., Karis, and Erskine – all born here. Sgt. Hall attends the Mt. Calvary Baptist Church, and Mrs. Hall St. Monica's Episcopal Church.

Lieutenant Leroy Washington, son of Mr. and Mrs. George Washington, was born March 22, 1927, in Martin County, attending local schools before entering the Indian River Community College Police Academy division. Lt. Washington, one of the first two black appointees on the Stuart police force, received his assignment on June 6, 1956, as did Sgt. Hall.

Lt. Washington and his wife, the former Martha Green, daughter of Mr. and Mrs. Clifton Green, also a native of Martin County, have one daughter, Carol and two granddaughters, Carmen and Carla. Mrs. Green was born in Martin County, attending Lincoln Park in Fort Pierce.

Richard (Victor) McHardy, who has been a composing room employee of the *Stuart News* since 1940, was born here October 3, 1916. His father, Richard C. McHardy, is a native of the Bahamas. His mother, the former Anna Lou Green, came from South Carolina. Persuaded by his brother to "leave the islands and seek employment in the pineapple industry," the senior McHardy settled in what became Martin County.

Richard attended elementary school here, and graduated from the Stuart Training School in the days when, if you were black, you did not ride the school bus – you walked. After a year at Florida A & M in Tallahassee, he returned to Stuart and his first employment: that of taking the black census...which led to his employment by the local newspaper.

Mrs. McHardy, the former Margaret Ferguson of Hobe Sound, was born in Key West. Her parents, Mr. and Mrs. Eugene Ferguson, were

natives of the Bahamas and West Palm Beach, respectively.

Three McHardy children have gone through college. The oldest, Alvin, who attended Florida A & M, teaches now in Martin County. Daughter Winifred graduated from Tennessee State College in Nashville, and is a speech therapist in the Santa Ana, California, school system. The second son, Calvin, who was graduated from Florida A & M with a degree in Business Administration, is in the insurance business in Santa Ana.

Mr. McHardy recalls, with pride, the inconsequential amount of disturbance in Martin County during integration, and notes continuing

improvement in relations between blacks and whites here.

Walter Eugene Oden, born in Stuart February 26, 1935, is the son of Mr. and Mrs. Warren Oden, who had come to Martin County with their parents – looking for work. Attending local elementary school and graduating from the Stuart Training School, in 1952, Walter received a Bachelor of Science degree in Mathematics from Bethune-Cookman College in 1956. He followed this with a Master's degree in Guidance from Florida Atlantic University in 1966, and a doctorate in Educational Administration from the same school this year – 1975.

Well known to students in Martin County for a dozen years, both as teacher of mathematics and science and as guidance counselor in the Stuart Training School, Murray High School, and the Martin County High School, Dr. Oden left in 1968 for Miami, where he is principal of the Brownsville Junior High School. He was a consultant at the University of Miami's summer session institute in 1967, and an independent evaluator and visiting assistant professor at the Florida Atlantic University summer session in 1971.

For thirteen years, Walter Oden's voice was familiar to the listening audience of radio station WSTU, where he was both announcer and disc jockey – after school hours.

His memberships include Phi Delta Kappa, Omega Psi Phi fraternity, National Education Association, Florida Education Association, BethuneCookman College Alumni Association, Dade County Secondary School Principals Association, Florida State Secondary School Principals Association, and National Association of Secondary School Principals.

The Odens are members of the Second Baptist Church in Richmond Heights. Putting golf at the head of a list of hobbies, including reading and ending with photography, Dr. Oden has been awarded several plaques for outstanding service and leadership, and is listed in the 1971 edition of Personalities of the South.

Dr. Oden and his wife, the former Edith Bing, daughter of Mr. and Mrs. Louie Bing, of Gould, Florida, have two sons, Walter E., II, and Darin.

★ Ward Gamaliel Hall, born in Jacksonville, is one of five living children of the late Reverend and Mrs. John L. Hall. Having his elementary and secondary education in the public schools of Duval County, he spent nine years on active duty with the U.S. Air Force. He studied medical radiology technology at Lawton's College for Medical Assistants, in Los Angeles, and is a member of the American Registry of radiologic technologists. Undergraduate studies in speech, education, and psychology at Florida Southern College were followed by further studies at John Carroll University, Cleveland, Ohio, and Ohio State University at Columbus, in biological science.

Studying piano with the late Professor Wilbur Jones, and piano and saxophone with the late Professor Don Walker, both of Jacksonville, he began singing at the age of fourteen. His accompanist in Jacksonville was Le Roi Manning, now a U.S. Army colonel on active duty. Ward served as chapel organist during most of his military experience, and was a tenor soloist with the famed Far Eastern Air Force Choraleers. He was given the title of "Songbird of the Southwest" by the residents of Denison and

Sherman, Texas, during his stay in that area.

Coming to Martin County in 1955, Hall was employed part time by the Martin County Board of Public Instruction, and sang for several congregations here, usually accompanied by the accomplished Catherine (Mrs. Eli) Howell, to whom he gives much credit for his local success. Saying that his singing is "plainly Godgifted," he was inspired by his father, who was a member of the first singing quartet formed at what is now Florida A & M University, and by his uncle, the late Samuel Harrison Coleman, who was also a pianist. The present Coleman Library at Florida A & M is named in his honor.

Called to the Christian ministry as an evangelist in December, 1969, Hall is co-director, with Evangelist Janelle C. Cook, of the Hedge and Highway Evangelistic Association, Inc., of Stuart. A Christian, non-profit movement, chartered by the State of Florida, this full time ministerial work covers seven counties, including Martin, ministering personally to over a thousand people of all races, and from all walks of life. The association is supported by free will offerings.

Hall, who is employed by the United States Postal Service, and his

wife, the former Christine Rosher, of Safety Harbor, Florida, have three children – Joseph Robert, Terrance Gernard, and, born in February 1975, Ward Gamaliel Hall, Jr.

When Willie Edward Gary was born in Eastman, Georgia, on July 12, 1947, the son of Turner and Mary Ella Gary, a tremendous strain was placed on the family's income, because of his complicated birth. As a result, Mr. and Mrs. Gary mortgaged the two-hundred acre farm they owned near Hawkinsville, Georgia, which they never recovered.

After losing their farm, the family, including Willie Edward and five older children, moved to Canal Point, where five more children were born. Willie attended elementary school there, and met Gloria, who eventually became his wife, the daughter of Mr. and Mrs. Rasmus Royal, of Sardis, Georgia.

The family remained in Canal Point for approximately twelve years before moving to Indiantown, at which time Willie enrolled in the Stuart Training School, graduating from Murray High School in Port Salerno in 1967. At Shaw University, in Raleigh, North Carolina, Willie made his way on a football scholarship. Football was always one of his favorite sports; however, he was too small to play professionally, being only five-feet-seven inches tall, and weighing a scant one hundred and ninety pounds.

Through pride, determination, and motivation, young Gary later entered the School of Law at North Carolina Central University, in Durham. Life has not been easy for Willie and Gloria because they married during their sophomore years in college, a year before their first son, Kenny, was born. Willie went to school days and worked nights after he finished football practice, so that he and Gloria graduated together from Shaw University in 1971.

But the toughest road was still ahead: they started their post-graduate work at the same time. A year later, Gloria received a Master's degree in Speech Pathology, and, a year before Willie's graduation from law school, their second son, Sekou Mugabe, was born. The name is African, and means "great athlete and leader."

In July, 1974, the young Garys came back to Martin County with the resolve of helping to make Martin County a better place for black people to live. Successfully passing his Bar examination in October, 1974, Lawyer Gary is engaged in private practice in Stuart.

The Reverend Edwin Earl Smith, born in 1930 on Chicago's South Side, within the shadow of the University of Chicago, was educated in Illinois public schools, including the State University in Champaign-Urbana, from which he was graduated *cum laude*. It was during the time when Chicago's South Side gave birth also to the celebrated black writers Lorraine Hansberry and Melvin Van Peebles, with both of whom he literally grew up, and Johnny Griffin, jazz saxophonist, with whom he played in the Jean Baptiste Point Du Sable High School Jazz Band, and when Chicago was the center of the development of Gospel Rock Music.

A priest of the Episcopal Diocese of Southeast Florida, which is

centered in Miami, Father Smith is the Vicar of Saint Monica's Church in Stuart, where he directs the Bishop's Committee and the Church's other affairs. He represents his fellow Episcopal clergy in the North Palm Beach Clericus on the North Palm Beach Deanery Council. For the Episcopal Church nationally, he is a vice-president of the Church and City Conference which meets annually at the Washington Cathedral, to plan the church's urban outreach. He is an examining chaplain of the local diocese, examining the academic preparations of prospective deacons and priests. He is also a member of the Martin County Ministerial Alliance, and preached at its 1974 Thanksgiving Day service at the First Methodist Church in Stuart.

As an educator, Father Smith has earned advanced degrees from Seabury-Western Theological Seminary, Evanston, Illinois, and is working on a doctorate in Theology and Sociology at Marquette University, Milwaukee, Wisconsin. He has taught philosophy and ethics at Saint Augustine's College in Raleigh, North Carolina, at Hillsborough Community College in Tampa, and he is on leave from the University of South Florida in Tampa, where, for the past three years, he has been an instructor in the Department of Religious Studies. He teaches a course in the humanities at Florida Institute of Technology, Jensen Beach campus, entitled "The Principles of Sociology."

Having specialized in Community Organization as a minister in Baltimore, Chicago, San Francisco, and Milwaukee, Father Smith is assisting the Instructional Support Unit of the Martin County School System as a Community Specialist. As such, he organizes Parent Advisory Councils in four of the county's Title I (Compensatory Education) Schools (Warfield Elementary, Indiantown, Hobe Sound Elementary, Port Salerno Elementary, and Parker Elementary in Stuart). The councils advise, evaluate, and develop federally funded educational programs in these schools in order to maintain instructional levels comparable to the two other non-Title I schools in the county (Jensen Beach and Palm City Elementary). The local unit of the Mental Health Society has recently appointed Father Smith to serve on its board.

When he was Curate at St. James' Parish, Lafayette Square, in Baltimore, 1956 to 1958, Father Smith met and married Alma Eileen Franze, daughter of Mr. and Mrs. Stanley Franze of Baltimore. Born in the Maryland capital, Mrs. Smith was active in this parish during all of her youth. A graduate of Morgan State College, Baltimore, where she majored in Sociology, she has attended San Francisco State College.

Prior to her marriage in January of 1958, Mrs. Smith was a secretary in the Department of Health, Education, and Welfare, in Washington, D.C. She is now a vocational counselor at the Career Development Center in Stuart.

While directing the Building Expansion Program of the Holy Cross in Chicago from 1958 to 1964, Father Smith founded and developed the Morgan Park Planning Organization on the far Southwest side of Chicago, and a contemporary-styled church structure now stands there, primarily because of his organizing skills. During 1964 to 1966, he was Chaplain, Administrator, philosophy teacher, and Department Chairman at St.

Augustine's College in Raleigh, North Carolina.

From 1966 to 1969, the Smiths lived in San Francisco, where Father Smith was Rector of St. Cyprian's Parish, in the Western Addition area of the city. This area bordered upon the famed Haight-Ashbury District, where the "Flower Children" blossomed into the Youth Counter-culture during these years. His parish was instrumental in its initial stages, while he also helped to develop the Western-Addition Community Organization. This latter group brought one of the first class actions against the Redevelopment Agency of San Francisco, which, in turn, initiated increases in citizen-participation in this nationwide, federally-funded effort.

Father Smith served from 1969 to 1972 as the Urban Vicar in Milwaukee, Wisconsin, where he was responsible for interpreting the Urban Crisis of the 1960s to an urban diocese which often failed to see itself as urban. He did this through a Commission of representatives from seventeen Milwaukee area congregations. In 1970, Father Smith represented this diocese as a deputy to the Episcopal Church's sixty-third

Tri-annual General Convention in Houston, Texas.

★ Eli James Howell, II, son of Mr. and Mrs. Eli Howell of Jacksonville, attended Stanton High School there before Bethune-Cookman College, where he received a Bachelor of Science degree. His additional studies were at Morgan State College in Baltimore, Rutgers University, Indiana University, Michigan State at East Lansing, Florida State University, Tallahassee, Florida A & M, Louisiana State University in Baton Rouge, and Florida Atlantic at Boca Raton.

A science teacher in the Martin County schools for twenty-two years, and head of Driver Education here for ten years, Eli Howell has served the Florida State Teachers Association for twelve years. He is District Director of the Florida Education Association, and has been vice-president and president of the Martin County Classroom Teachers Association. He is a member of the Vestry of St. Monica's Episcopal Church. His affiliations include Kappa Alpha Psi fraternity, National Science Teachers Association, American Driver Traffic Safety Education, and the Florida and National Education Associations. He is a sponsor of the Kiwanis Key Club.

Mrs. Eli Howell, II, is the former Catherine Finlay, daughter of St. Monica's first minister – the Reverend Melvin H. Finlay – and Mrs. Finlay, who came from Miami. Their other children are Calvin H. and Leanora (now Mrs. Strachan). Mrs. Finlay is president of St. Monica's Episcopal Church Women, and daughter Catherine, also active in St. Monica's, is a member of the Vestry, of the Altar Guild, and is organist of the church. In addition, Catherine Finlay Howell has been a music teacher in Martin County for twenty-four years, and is organist, also, of Mt. Calvary Baptist Church here. She and her husband have two children – their daughter is Mrs. Rosalind M. Thomas, their son, James Anthony Howell.

After completing her studies at the Stuart Training School, Catherine Finlay attended St. Augustine's College in Raleigh, North Carolina, where she received a Bachelor of Science degree. Her graduate work has been done at Boston University, Bethune-Cookman College, Florida A & M, Florida Atlantic University, Michigan State, and Indian River Community College.

A member of Alpha Kappa Alpha sorority, Mrs. Howell is secretary of Club Excelsa, a member of Victor Palm Chapter No. 126 of the Eastern Star (Point-Musician), a daughter of Sphinx Tyress Court No. 10 (Musician), and holds memberships in the National Music Teachers Association, the Martin County Classroom Teachers Association, the Florida Education Association, and the National Education Association.

★ Mr. and Mrs. George Mackey met and married in Martin County. George, born in Eleuthera, came to Port Salerno while he was in his early teens, and Emma Dean came as a small child with her father, Henry Dean, who was employed in Stuart by the William H. Shepards. She was born on Long Island, in the Bahamas.

After George and Emma were married, they had one very definite goal: to rear and educate a fine family. Proof of their success shows in their children. When Mrs. Mackey was nominated as "Mother of the Year," she

lost the title by only two votes.

Alice Mackey Dixon graduated from Tennessee University and is now with the Martin County Board of Public Instruction. Florence Mackey Parish chose Bethune-Cookman College, and is an elementary teacher in St. Lucie County. Mary Ann Mackey is with the Miami School System, while Thalia Mackey Hodge – also a Tennessee University graduate – teaches in Indiantown.

Mildred Mackey is an employee of the Southeastern Printing Company, Inc., and Loretta Mackey Pieze, another Tennessee alumna, teaches high school in Miami. Roderick Mackey attended Indian River Community College and is making a career in military service, with the U.S. Air Force. Franklin Mackey is employed at Bandy Construction. Inez Mackey Brabson – the fourth Mackey daughter to attend Tennessee University – after doing graduate work in nursing education, is employed at a Veterans Hospital in Los Angeles. Henry and Daniel Mackey both attended the Martin County High School, as did Priscilla, the youngest.

George and Emma Mackey have not only accomplished their own ambitions for their fine family, but have given generously of their energies and talents to community services, overcoming, in the process, the innumerable obstacles familiar to so many of Martin County's early settlers.

❖ Ora Dell Landers, seventh child of the late Berry and Mary Lee Hamilton, came with them to Stuart from Bronwood, Georgia, in 1924, and completed both elementary and high school in Martin County. Graduating from the former Stuart Training School in 1936 with one classmate − Richard McHardy, now an employee of the *Stuart News* − she earned a Bachelor's degree in elementary education from Florida

Memorial College, then in St. Augustine. Further study at Pennsylvania State College, Florida A & M. University, Bethune-Cookman College, and Indian River Junior College, led to a Master's degree in Library Services from Atlanta University.

Employed for thirty-six years in the Martin County School System, with emphasis in elementary education, English, social studies, mathematics, and library services, Mrs. Landers has educated three members of her family...Ora M. Hamilton, physical education instructor and tennis coach at Martin County High School, holder of a Bachelor's degree from Florida A. & M. University; James, in an administrative position in Dade County, who holds a Master's degree from the University of Miami; and Rosetta, a junior at Bethune-Cookman College, majoring in sociology.

"First" facts include – first black notary public, first licensed beautician, first member of Martin Memorial Hospital Auxiliary, and Martin County Tuberculosis Association (then so named). A charter member of the civic club Excelsa, Mrs. Landers has held, and holds, key positions in many state and district religious and educational organizations. She is a member of the Mount Calvary Baptist Church and sings in its choir.

The climax of her rewarding experiences came in a world tour in 1970, which included visits to London, Paris, Thailand, India, Hong Kong, Tokyo, Switzerland, Italy, and the Holy Land.

★ Dr. Jack Edward White was born July 24, 1921, in Gomez, Palm Beach County (now Martin County), the sixteenth and last child of George and Emma Clark White. Shortly after his birth, the family moved to what is now 613 East Church Street, in Stuart, where he grew up. One of his sisters, Emma Clark White, still lives in the house.

In the house to the left of Dr. White's childhood home, two other sisters reside – Mrs. Ophelia White Ash, and Mrs. Ethel White Goff. Two more sisters live in Martin County – Mrs. Ida White Henry in Stuart, and Mrs. Augustina White Page in Gomez. Sister Jessie White Trapp lives and teaches in Gainesville, and sister Mildred White Garrett is a licensed practical nurse, in Hartford, Connecticut. Brother William C. White is a teacher in public schools, and a motel owner, in Panama City; brother Walter A. White is a school teacher and former principal in Miami; brother James E. White is a dentist, practicing in Miami.

George White was born in 1856 in Columbia County, Florida. He was educated, Dr. White says, "presumably after being freed as a slave, at Cookman Institute (now a part of Bethune-Cookman College), became a teacher of mathematics in black schools for a while, was a coffin maker, a carpenter, and later a farmer. His farm in Alachua produced vegetables such as stringbeans and tomatoes, and livestock. He acquired the land through the Homestead Act. Fifteen of the children were born there.

"In 1919 or 1920, he moved the family to Gomez, where he began a truck farm, owned and operated an orange grove, and from which, subsequently, he moved to the home in Stuart where I grew up. My father built this house, personally. He continued to farm, with farms run by others – a

sugar cane farm at Azucar and a truck farm at White City (near Jensen)—until his death, in 1933, at the age of seventy-seven. He was always self-employed, shipped his produce north, and was a staunch voting Republican.

"My mother was born in Alachua County on May 13, 1881, and married my father in January, 1895 – four months short of her fourteenth birthday. My first sibling, Ophelia, was born nineteen months after this union, on August 1, 1896. Over the succeeding years, the remainder of the siblings were born as single births. My mother always worked at home as a housewife and mother, but did take in laundry while I was growing up.

"I went to Stuart Training School, the black school then, through grade eight. My teachers were very wonderful and capable people who drilled the three Rs and much more into the students. Self pride, family pride, and the importance of an education were paramount elements of the school environment.

"The Principal was Professor Murray (the first of the two Murray brothers who were principals of that school). My first grade teacher was his wife, Mrs. Murray, who was an excellent primary school teacher. Her emphasis on reading, phonetics, and penmanship has been a continuing subsequent influence in my life. My second and third grade teacher was Mrs. Alice Reynolds, who, like Mrs. Murray, was an excellent teacher, who reinforced the teachings of Mrs. Murray, and beginning mathematics. Even today, I know no one who exceeds them in penmanship, enunciation, and the spoken or written use of English.

"The teacher who had the greatest influence on my life, until I entered college, was Miss Myrtle Dean, who taught me in the fourth, fifth, and sixth grades. She was a young teacher, a native of Key West, who later became a nun. She took a personal interest in me, recognized something in me that required special treatment. She gave me extra work, which resulted in my completing the required materials in fourth grade in two months, the fifth grade in two months, and the sixth grade in the remainder of that year, so that I attained the level of the seventh grade by the fourth year of formal schooling in Stuart.

"Miss Dean also taught me public speaking, and began permitting me some opportunities to acquire and practice oratorical skills. My last teacher was Mr. Wally Duncan, who worked me hard but had to deal with my hyper-activity – probably related to (1) not enough of a challenge, and (2) being in classes with much older students.

"In 1934, I left Stuart for high school at Seneca Institute, in South Carolina, where I completed the four-year course in three years – at the top of my class. Leaving home (Stuart) for high school was the pattern for the boys in my family – except for the oldest, George, Jr. Each, upon entering high school, went away: Walter to St. Emma Institute, a Catholic School in Rock Castle, Virginia; William C. to a public school in Daytona Beach; and James to a public school in Palm Beach County.

"My childhood in Stuart provided an undeveloped countryside

through which I roamed and played. I swam in a fresh water pond in the Little Dixie area, called the Blue Pond, and, following the pattern of my father, read everything available to me. I had many fights with other boys, due largely to my rapid advance through school, and the fact that in physical appearance I differed from most of the other blacks. As a result, I was mostly a loner.

"My best friends were Sammie McHardy, Quillie McHardy, and Richard (Victor) McHardy. Also Arthur Owens, who is a well-educated teacher in Atlanta, Georgia. Over the years, I have visited Stuart only for a few days at a time, but my most constant and loyal friend there has been Richard (Victor) McHardy. He has visited me in Washington, and, in Washington, I performed major surgery on him several years ago.

"My visits have been less frequent since my mother died on January

1, 1967."

Dr. White married the former Sara T. Williams, of Washington, North Carolina, on September 28, 1945. She attended public schools there, and Freedmen's Hospital School of Nursing, in Washington, D.C. Her occu-

pation - "Full time mother and housewife since marriage."

The five children of Dr. and Mrs. White are: Jack E. White, Jr. – born June 30, 1946, in Washington, North Carolina; attended McKinley High School in Washington, D.C., and Swarthmore College. Formerly a staff writer for the *Washington Post*, the *Race Relations Reporter*, Nashville, Tennessee, and a contributing editor to *Time* magazine in New York City, he is now correspondent for that magazine's Atlanta bureau. He is married, and has one son – George Richard White.

David A. White – born November 17, 1948, in Washington, D.C., also attended McKinley High School there, and is a graduate student in political science at Indiana University. Carol Diann (White) Bracey – born June 11, 1950, in New York City, followed McKinley High School with Drexel University, where she took her Bachelor of Arts degree in interior design. Her husband, Arthur Bracey, is a third-year medical student at Georgetown University School of Medicine, in Washington, D.C.

Sara Lorraine White – born September 20, 1953, is a graduate of the National Cathedral School, and of Howard University, Phi Beta Kappa. A first-year medical student at Howard, she is a nominee for Item Evaluation Committee (national), Medical College Aptitude Test. The Whites' youngest child, Marilyn Marie, was born in Washington, D.C., January 30, 1956. She, too, attended the National Cathedral School, and is a second-year zoology major at Howard University, planning to enter Veterinary Medical School upon completion of her Bachelor of Science degree.

So we come to the professional background of the Stuart boy Miss Myrtle Dean recognized as one who "required special treatment –" after he completed seven grades in four years. Graduating from Seneca Institute in 1937, Jack White attended Florida A & M before entering Howard University's College of Medicine, from which he was graduated in 1944.

After being intern and assistant resident in surgery at Freedmen's

Hospital, then assistant resident surgeon in the U.S. Marine Hospital in Boston, he returned to Freedmen's as resident in thoracic surgery, and was chief resident surgeon until June, 1949, when he went to Memorial Hospital for Cancer and Allied Diseases in New York City. There he was assistant resident and resident in surgery, as a Fellow of the American Cancer Society and later of the National Cancer Institute. All of this Dr. White calls part of his "education."

Professionally, he has been successively assistant professor, associate professor, and finally professor of surgery at Howard University. He was also senior attending surgeon at Washington Hospital Center (from which he resigned November 30, 1973). From 1951 to 1957 he was director of the cancer clinic and the cancer teaching project at Howard University; surgeon and director of cancer service at Freedmen's Hospital from 1951 to the present, and has been director of Howard's clinical cancer training program since 1967. Since 1972, Dr. White has been director of the Howard University Cancer Research Center.

His affiliations, honors, and awards, include Diplomate, American Board of Surgery (1951); Fellow of the American College of Surgeons (1953); member (formerly), Board of Trustees, American Cancer Society; and active membership in the James Ewing Society, of which he was vice-

president in 1967-1968.

An active member of the International Union Against Cancer, he was U. S. Delegate to the London Conference in 1958, the Moscow Conference in 1962, and the Tokyo Conference in 1966. He was elected a member of the Executive Committee of the Faculty of Howard University in 1974, following six years as a member of the school's Medical College executive committee. A member of the review committee of the National Cancer Institute's Professional Education Cancer Control program, he is vice-president and nominee for president-elect of the Southeastern Cancer Research Association. His work has taken him to Paris (Curie Institute), Stockholm (Karolinska Institute), and Calcutta (Indian Cancer Congress).

In this brief history it would be presumptuous to list Dr. White's publications...however, as of 1974, the number exceeds fifty. Since 1951, he has been the principal investigator on more than thirty-five cancer training and research grants. His awards include Florida A & M's Alumni Award in 1953, the Special Professional Education Award of the District of Columbia Division of the American Cancer Society, 1961, and the Student Council Award to Faculty Member, Howard University College of Medicine, for Meritorious Service to the Class of 1955, in 1957, and again the same award from the Class of 1965. He was inducted April 28, 1973, into the Alpha Omega Alpha Honor Medical Society.

Early black families in the various communities that make up Martin County include the Tom Turners, William Prestons, Rufus Bartletts, Tommy Fairs, and the Pettways – all from the Hobe Sound, Gomez, and

Fruita areas.

From Salerno came the William Blatches, the Melvin McKinneys,

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Jesse Andersons, John P. Mackeys, and the Pender Thompsons.

From Jensen Beach there were the Willie Christies, the George Mackeys, George Taylors, Edward Halls, Robert Goodbreads, the Alfred Wileys, Solomon Mackeys, the Arlington Richardsons, the Tom Newmans, and the Mary Gilbert and Luvenia Watson families.

Before 1920, some of the early Stuart families were the John (Bud) Allens, Clifton Greens, Walter G. Moores, the Richard McPhees, Will Simpos, Jesse Spans, the Richard McHardys, Tom Aliens, the George Whites, and the Dora Boyd and Grandma Matilda Bunch families.

The compiling of this chapter has been most difficult...as far as written materials are concerned. Most of the information has come from the writer's own knowledge, and from personal interviews with early residents. I am deeply grateful to Mrs. Janet Hutchinson for giving me the honor of doing this research. I am indebted to the Reverend Jesse Anderson of Port Salerno, and to many others whose names are withheld for personal reasons.



The Towns

White City Jonsen Beach

Prio Staart

Salu City Sewalls Point

Indiantown Inpiter Island

Fort Mayaca Hoke Sound

HOBE SOUND

In 1815, Don Eusebio Gomez asked King Fernando of Spain for a Royal Grant of 12,000 acres of landholdings that included all of Jupiter Island and some 9,000 acres on the mainland – including an old English settlement. The request was granted that same year.

In 1821, Gomez sold 8,000 of his acres, including the island, to Joseph Delespine for one dollar an acre. Delespine, in turn, sold 4,000 acres, a year later, to Michael Lazarus, for one dollar an acre. Three years later, in 1825, Lazarus sold his 4,000 to Timothy Street for \$50,000.

In 1835, during the Seminole War (1835-1848), the Indians drove the

settlers out and Jupiter was first a stockade, then a fort.

John Lee Williams, a naturalist, came as far south as Jupiter Island in 1837, reporting that the island was twenty-five miles long. This seems to bear out the fact that at one time Hutchinson Island and Jupiter were joined. Some historians say that a storm in 1831 separated the two islands, but about all we know is that the earliest written account concerning Jupiter Island is found in Jonathan Dickinson's *Journal*. This book, first published in Philadelphia in 1699, describes the wreck of the barkentine *Reformation* in 1696, and the painful journey of the young Quaker and his group from Jupiter Island north to St. Augustine. Jonathan Dickinson State Park in Jupiter is named in honor of this courageous gentleman.

In 1853, a group of men under the Lighthouse Board made a trip to Jupiter Inlet which resulted in the establishment of Jupiter Lighthouse two years later, at the south end of the island. Lieutenant George Gordon Meade, later the famed General Meade of the Battle of Gettysburg, was

the designer of this historic lighthouse (still standing).

Later in the century, remittance men, living abroad but supported from home, came to America in droves. It is reported that more than a thousand of them in and around Orlando, Florida, were all engaged in the citrus business at one time.

In 1880, a group of about a dozen such Englishmen – all well born – came to Hobe Sound to raise pineapples. They found the island unsuitable but the area now Ionathan Dickinson Park was ideal.

It is not known if Gomez ever saw his grant. He was simply content to sell 8,000 acres of it for \$8,000 and go off to Cuba, where he died leaving no heirs, thus creating a problem.

In 1881, Charles Jackson of Dayton is credited with being the first white resident on the island, followed, in 1886, by Captain James A. Armour, at about the time the Indian River Pineapple and Cocoanut Grove Association of Florida was formed.

When a company of Englishmen came down the river to Hobe Sound in 1892 and decided they would like to buy the Gomez Grant, their first task was to establish the validity of the title. The case came to court, and when a contending witness arose to demand: "But how did the United States get possession of this land from Spain, and what right had Spain to it in the first place?" – we quote from the late Joseph Verner Reed's book, *The History of Jupiter Island:*

The examiner turned to an old tome on land titles and read to the court:

The United States acquired this land from Spain by treaty in 1820. Spain acquired possession of the land by virtue of the fact that Christopher Columbus in 1492 discovered and claimed it for Spain.

Columbus got his authority for making the voyage and discovery from Ferdinand and Isabella, the King and Queen of Spain.

Ferdinand and Isabella got their authority for sponsoring the voyage from the Pope of Rome.

The Pope of Rome got his authority by virtue of the fact that he was Vicar of

Christ got His authority by the fact that he was the Son of God. And God created the earth.

Such is the pedigree of Jupiter Island.

At the time of the Industrial Revolution, in 1880, small spinning factories sprang up in Yorkshire, England (as well as in other areas), to manufacture woolen goods. Some of these owners made fortunes almost overnight and were looking for opportunities to make overseas investments. Florida was the place for an investment of well over \$2,500,000.

The Land Mortgage Bank of Yorkshire sent out an inspection party in 1892, looking for sound Florida investments. The members, all engaged in the woolen business, were friends of Bromwell Bronte, whose sisters, Anne, Charlotte, and Emily Jane, became the most widely read novelists of the nineteenth and twentieth centuries.

The Yorkshiremen were well pleased with upstate Florida and decided to explore farther south, combining a fishing trip with business. They came down the Indian River, as many of the early Eden, Jensen, and Potsdam pioneers did, reached Jupiter Island, fell in love with it, and promptly bought it as an investment. In 1892, the Yorkshiremen formed the Indian River Association, Ltd., and, having purchased Jupiter Island and the rest of the Gomez Grant, returned home.

The remittance men apparently had little use for the Yorkshiremen. The Big Freeze in 1895 hit like the 1929 Stock Market Crash; men and companies were ruined. Everything in what is now Martin County came to a standstill: fortunes were lost, dreams shattered, and most especially the little man never did recover. But the Hobe Sound remittance men stayed.

The Land Mortgage Bank of Yorkshire sent William Angas to Florida for a term of five years, to pick up the pieces and represent the stricken Yorkshire investments. Not all Yorkshire investments were on Jupiter Island. Mr. Angas checked on phosphate mines in Dunnellon and citrus groves in Pamona and Apopka. Angas settled in Jacksonville and within ten years he was able to repay all of the principal on the Yorkshire Bonds. He stayed on as representative of the Hobe Sound Company, the last remaining English investment, moved his family to the island, and lived there until the time of the land boom.

Not many people realize that the Hobe Sound Yacht Club was established in 1892, as early residents traveled by boat, there being no roads except a few Indian trails.

Magnificent sidewheel steamers ran between Titusville and Jupiter in the early nineties and many Englishmen got their first glimpse of Hobe Sound from their decks.

As early as 1892, Jupiter Island was known as the winter playground of some of the nation's most celebrated personalities, among them actor Joseph Jefferson, Augustus Pitou - Edwin Booth's last theater manager, and Charles Osgood, general manager of the Klaw and Erlanger theatrical syndicate of America.

Mr. Jefferson often persuaded his friend, President Grover Cleveland, to leave the Danforth House in Stuart to join the doings of the High Point Rod, Fish and Gun Club in those early days when the whole of Martin County was a veritable paradise - fishing, hunting, and boating abounded in jungle-green waterways. The land was alive with almost every kind of small animal, up to and including deer and bear.

Before 1916, one could view the island in an unbroken sweep, with the exception of a few very primitive fishing camps and three developed properties. The first belonged to the Yates family of Rochester, New York, who chose the site in 1893. The house was completed the following year and the Yateses arrived for the winter, leaving their private railroad car on the siding on the mainland, and were ferried across the river. The Yateses lived for forty years on the island. In 1938 Edsel Ford purchased the property and tore down the rambling house. Only a handful of caretaker families lived on the island and in the town until 1914, except for short periods in the winter when a few residents and their visitors came "for the season."

At the far south end was Dunsinane, a cedar-log fishing camp eventu-

ally acquired by the Hildebrand family. T. B. Allen built Cocoanut Point and in 1902, T. A. Snider built his house, both on the river. The handsome ocean estates were to come later.

War broke out in Europe and Mr. Angas found himself sinking with the Hobe Sound Company, as there were no more funds from England for him to continue with his successful development of the island property.

Angas borrowed \$12,000 from Lucius Robinson to build a small hotel, The Island Inn. It opened its doors in December, 1916, and did so well that, within two years, Angas had his original investment back and

Robinson was repaid.

Soon the original Inn and three cottages were not enough and expansion included a golf course; but by 1923, Angas's English investors were ready to sell and capitalize on their original investment. The property was sold to the Olympia Improvement Corporation, with the Hobe Sound Company taking back a mortgage for \$525,000. Three years later, in 1926, another company purchased the property, signing a mortgage for \$1,166,000.

In 1924, when the Olympia Improvement company purchased the Gomez Grant from the Indian River Association, it had big plans. The mainland and island sections were to be developed into a city to surpass

West Palm Beach and Palm Beach.

Starting from the north end of the Grant, plans were mapped out to accommodate a community of some 20,000 residents, using Gomez as the first city in the complex. Next was to come Picture City, a haven for Hollywood stars and moguls. Then there was to be Olympia, planned to house some of the expected 20,000 people. The old sidewalks and early street lamps are all that remain of the area called Picture City; and as for Olympia, its center hub, as the town was laid out to resemble an Olympic arena, it is now the Hobe Sound Baseball diamond. So much for dreams. In 1932, the present Hobe Sound Company came to the rescue of the area.

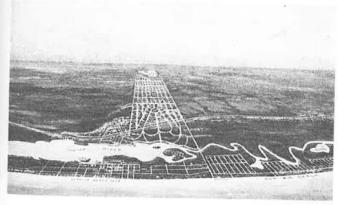
Mary Duke Biddle, her brother, Angier Duke, and Malcolm Meacher purchased the middle of the island – from the fork in the road to the north bridge - and a considerable portion of the mainland. When the boom broke in 1927, all there was to show in assets for the Hobe Sound Company was the Inn and golf course, a few employees' houses on the mainland, and miles of unsold real estate.

By 1933, Jupiter Island needed a new lease on life and, according to one version, twenty prominent men pooled their resources and bought the Hobe Sound Company. According to an article in the April 26, 1973, edition of the Stuart News by reporter Jefferson Siebert, Joseph Verner Reed and a friend purchased the island in 1932, and Reed eventually bought out his friend. Since then, the island has come to be one of the most exclusive residential sections on Florida's east coast, a winter haven for some of the wealthiest families in the nation.

The mainland of Hobe Sound is a thriving community today with several churches, stores, galleries, boutiques (many seasonal), garages, and an elementary school.



An annual social highlight in the Hobe Sound area for a long time beginning in the '20s was the St. Patrick's Day party given by Col. and Mrs. Thomas Edward Murphy at their riverfront home on Jupiter Island. Theirs was one of the first fine homes on the island and this was the crowd for the 1928 affair. Guests included Dr. and Mrs. John Newnham, Mr. and Mrs. Fred Hancock, Dr. and Mrs. Harry H. Hipson, and Mr. and Mrs. Stanley Kitching, all of Stuart.



Olympia – Olympia Beach – center of present town of Jupiter Island.



Olympia Post Office, 1927. In rear addition. Addition now gone, but building occupied now by Roy Randall, on A1A facing railroad.



Picture City, Ridge Road, Hobe Sound, 1926.



SHIPMRECK POLIKIHAN DICKINSON

Three miles to the east on Sept. 29, its british barkentine Reformation founder off Jupiter Island. The 24 survivors include a party of Quakers bound from Jamaica Pennsylvania. Leader of the Quakers donation Dickinson who described the union the group in his book, God's Protect Providence, the first account of Indians the southeast coast. Attacked by Indian driven northward, the party arrivest St. Augustine in fovember, 1896.



Jonathan Dickinson Commemorative plaque.



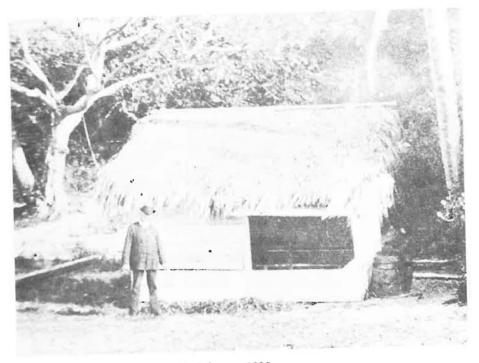


Ninth Green of the Island Inn, now main clubhouse on Jupiter Island.



The Olympia Bible Class after a meeting in 1925 in the new Olympia Town Hall on Apollo Avenue, later Hobe Sound Elementary School. Pastor J. McCampbell, first regular minister in the community, is at right.

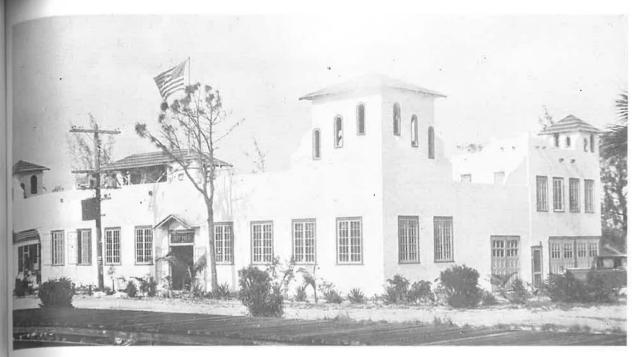
The first PTA in Hobe Sound was organized in 1929 by Mrs. Andrew Lester, better known as "Mother Lester." She was president the first two years.



Palm-thatched school, Jupiter Lighthouse, 1898.

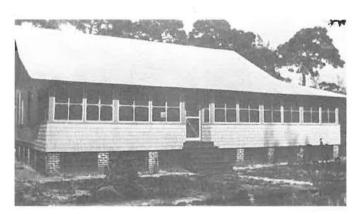


Olympia Improvement Corp. Town Hall, 1924, Hobe Sound. Purchased by Martin County School Board, 1932, for a two-classroom elementary school.



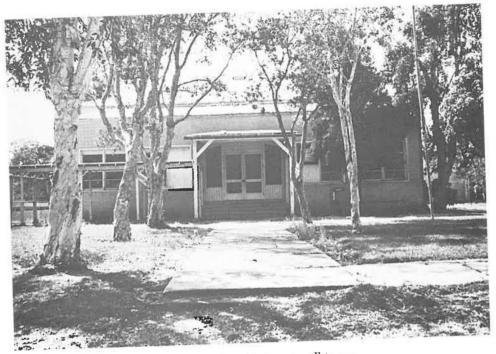
Olympia Ice Company, Woillard Street, Hobe Sound, built in 1920 by Lester family.





Still standing on Nassau Street, Hobe Sound, this 1920 frame house built by Indian River Association, original developers of Jupiter Island.

Dr. G. W. Reese, pastor, Hobe Sound Community Church, and Mrs. Reese, 1932.



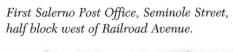
Elementary school, 1922, Salerno Road at 5th Street, still in use.



Benjamin W. Mulford residence, 1913.



Golden Gate Development Company Town Hall, 1925, still standing on AIA between Stuart and Port Salerno.







More than forty years ago this one-room schoolhouse was the only hope for education for many black children. Now the building has been converted into an art classroom at Murray Middle School in Port Salerno.





Salerno shark factory, established by C. L. Mooney.

World War II airplane spotter's tower behind Salerno fire station with volunteers Margaret Blanton and Winnie Henderson.



Salerno Community Hall, built 1922, destroyed in 1926 hurricane.



Northbound passenger train pulling into Stuart station.



Concrete bridge over South Fork on Route 76, built 1923.

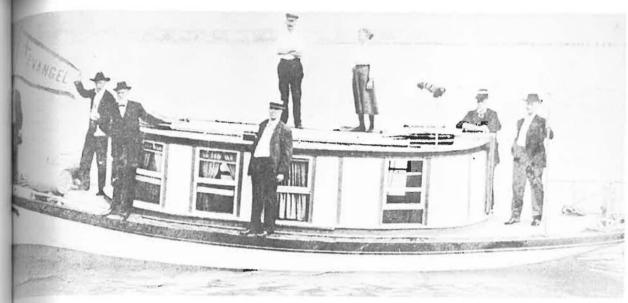


Moving Camp Murphy Chapel to East Ocean Boulevard to become St. Joseph's Catholic Church, 1947. Destroyed by fire, 1961.



Early A. P. "Bert" Krueger plane; right, site of old airport showing portion of hangar. Area now Fisherman's Village.





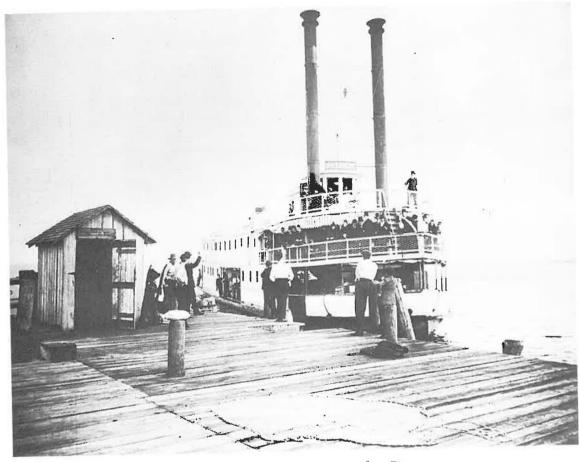
Standing on the cabin of the Gospel Navy boat are Vesta McQuarrie, youngest daughter, and the Reverend Neil McQuarrie. Others are ministers and Missionary Board members of the Congregational Church who visited with the McQuarries in 1911.







Derailment at Salerno station, about 1922.



Large shallow draft paddlewheel steamer St. Lucie docking on Indian River.



Early transportation via mules.



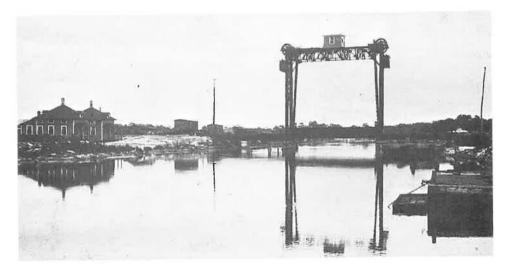
Francis Marion Platt (standing). Cook (right), is Morris R. Johns. Companions unidentified.

W. C. Simmons waiting for Indiantown ferry, 1923.

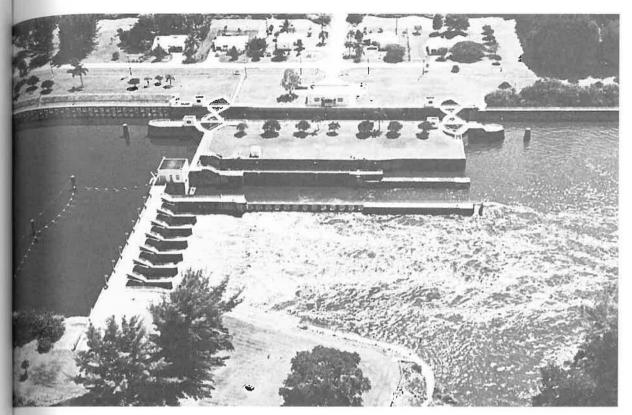




Indiantown rodeo rider, early 1950s.



East Coast Railroad crossing over St. Lucie Canal at Port Mayaca.



St. Lucie Canal locks and dam, eight miles west of Stuart with the water running from west to east.



Florida office of the Arundel Corporation of Baltimore, on the Intracoastal Waterway.



Suction dredge Northwood, 1916, digging St. Lucie Canal.



W. J. "Fingy" Conners.

INDIANTOWN

Indiantown, a veritable wilderness until 1924, is located between Lake Okeechobee and the Atlantic Ocean. It was here that the Seminoles, driven from their home in Georgia, finally settled, during the early part of the nineteenth century. They found the dry land excellent for camp site. Fish and game were plentiful, but peace was short-lived.

In 1835, the Seminole War broke out and it was Indian warriors pitted against United States dragoons, infantrymen, and marines. On December 25, 1837, American forces moving southward along Lake Okeechobee met the Indians at a point approximately fourteen miles northwest of the present site of Indiantown, and the last bitter battle was fought.

Colonel Zachary Taylor, later the twelfth President of the United States, led the soldiers. The Indians were led by Chiefs Wildcat, Alligator, and Sam Jones. After a fierce battle they were forced to retreat, never to engage in war again as an organized army against the white people. Many followed the three chiefs into the Everglades, and their descendants are still in the area. Shortly after this battle, Chief Osceola, head of the Seminoles, was captured.

The army immediately established Fort Van Swearingen, named in honor of Captain J. Van Swearingen, a member of the Sixth Regiment, Infantry, who was killed in action during this last encounter. Actually, the fort was erected to protect the telegraph link between Fort Drum and Jupiter. This link, known as the "Old Wire Road," because the soldiers strung their glass insulators and wire from pine trees, is the present Military Trail. Hostilities over, the Seminoles settled down to hunting and fishing once again.

In 1898, Francis Marion Platt arrived with his wife, Annie.

Next came Joe Bowers, to establish the now famous Bowers Groves; and finally, in 1898, the Disston Land Company bought large tracts in and around Indian Town, but they failed to develop it in any way, leading to speculation that the land was purchased for investment only.

In 1902, a New Orleans concern, The Southern States Land and Timber Company, offered fifty cents an acre to the State of Florida for its unimproved land. The state, in financial difficulties, gladly sold two million acres around Lake Okeechobee, including all of Indian Town and the Disston Land Company property. There was no move on the part of the Southern States Land and Timber Company to develop the area, the purchase being strictly a real estate investment. However welcome its tax money was to the state, the company stripped the land of its virgin pines. Sawmills sprang up overnight along the lake shore, giving jobs to men who had no other way of supporting their families.

The Southern States Land and Timber Company began laying groundwork to drain the Everglades, cutting roads and trails, and opening the area to ranchers. There were enough settlers in the area to necessitate a horseback mail service from Stuart over the Stuart-Annie road, which had

been cut through by Platt and his family.

Platt and Bowers were already proving that the area had great potential as both citrus and cattle raising country; but it was the Southern States Land and Timber Company that was first in experimenting in the raising of pure-blood cattle, proving (so successful were they) that Martin County would one day boast of having some of the state's finest citrus groves and cattle ranches.

The United States Army returned to Indiantown in World War I to dig the St. Lucie Canal as part of the Everglades drainage system. This necessitated a crossing at Indiantown for travelers' wagons, and a small hand-winched ferry was put into service. One must remember that the land between Stuart and Indian Town consisted of swamps and pine, the Allapattah Flats, Tom Tiger Hammock, and unprotected wilderness alive

with deer, bear, poisonous snakes, and alligators.

History tells us that railroads followed the Indian and the soldier, so it was not surprising to find, in the early twenties, construction gangs from Coleman, in central Florida, to West Palm Beach laying ribbons of steel for S. Davies Warfield's Seaboard Airline Railway. Considered one of the construction engineering feats of its day, the route covered every type of topography — live oak hammocks, citrus bays, swamps, timberland,

and plains.

The same year Warfield arrived – 1924 – the Land Company of Florida, or Maryland, began buying sections from the Southern States Land and Timber Company. They had a plan: they surveyed the land, laid out streets, built houses, erected a school, built the picturesque Seminole Inn, as a social center for the new town they hoped to see become the county seat, and looked forward to the development of a large city with the railroad as the focal point.

Warfield, a Baltimore banker and President of the Seaboard Airline Railway, had just built his road into West Palm Beach when Martin County was being formed. His land company had bought more than half of the

area that was to be included in the new county.

A man of taste and elegance, Warfield used invaluable pecky-cypress from the Allapattah Flats north of Indian Town for the ceilings of the Inn, the dining room, and lobby. Noting the high elevation, with temperatures ten degrees cooler in summer and ten degrees warmer in winter than neighboring coastal areas, he planned to make Indian Town the southern headquarters for his railroad. He built a regal passenger station and even planned for a great terminus with the round houses for turning the engines around. He built some apartment houses; but, unfortunately, he died suddenly, in October, 1927. The Seaboard company abandoned his plans.

Warfield's Baltimore niece, Wallis Warfield Simpson, who later became the Duchess of Windsor, is reported to have visited with her uncle at Indian Town. Warfield Boulevard and the Warfield Elementary school

are named for the Baltimore banker.

The depression came and the Maryland originated company, The

Land Company of Florida, began to feel the pinch. Although it struggled through, it, too, lost its dream city and in 1937 in financial distress sold the remaining land to the Indian Town Development Company.

Described as being at a point "where Florida's palmetto-studded flat terrain rises gently to a cool, oak-shaded plateau," Indiantown (the spelling changed to Indiantown in 1956) is twenty-five miles west of the Atlantic Ocean and ten miles east of Lake Okeechobee – this country's second

largest freshwater lake.

Its marina, on the Cross State Waterway between Stuart on the Atlantic and Fort Myers, eighty-three miles away on the Gulf of Mexico, welcomes large or small craft, its thirty-three slips being able to accommodate yachts up to one hundred twenty feet in length. In times of high wind and rough water – hurricane weather – it is a relatively safe haven.

Calling itself "Florida's finest freshwater facility," it offers picnic areas and excellent fishing for boating enthusiasts who like to vary their water travel. Fully protected from high coastal tides, with the most modern boat handling equipment, its yacht basin is one thousand one hundred feet long, one hundred ninety feet wide, and its entrance channel is one hundred twenty-five feet across. A fringe-topped mini-bus taxi takes passengers into town, where a dozen stores along Warfield Boulevard, a bank, the Post Office, a few filling stations, a volunteer fire department, a new clinic, the Warfield elementary school, and the once-elegant Seminole Inn are all there is to see. Indiantown's high-level bridge crossing the waterway (the St. Lucie Canal at the eastern end from ocean to lake) has a fifty-five foot clearance. Palm Beach is sixty water miles away, St. Petersburg two hundred twenty, and Jacksonville two hundred sixty-five.

The shirt-sleeved, self-styled "country banker" (born in Washington, D.C., when it was a "warm and friendly city") tells of a new Florida Power and Light installation that is just a warehouse and a hole in the ground now but will be a good-sized power plant in half a dozen years (the foreman at the warehouse thought more nearly eight or nine years). So far the enterprise has brought no purchasers of houses (a few are being built by hopeful contractors), and no boys or girls to further overcrowd the Warfield School which, at this writing, has about a hundred more children in it than it was designed to hold. There is no hint of a condominium in Indiantown — which has little to offer retirees, most likely purchasers of that kind

of housing.

Across the railroad tracks from the Post Office is an unprepossessing-looking pinkish stucco, one-story building, with a small parking lot to one side, that is the town's one real surprise: Indiantown Printing, Inc. The most sophisticated printing and binding machinery available turns out – with a complement of about thirty skilled craftsmen – books that would have filled S. Davies Warfield with pride. Literature by Irish writers, books on horses and gardening, art books – row upon row in attractive dust jackets, they are written all over the world, the type is set in Israel, the negatives sent to Indiantown for printing and binding – then the finished

books as often as not shipped to England.

Titles of some of their interesting books are:

Edna O'Brien, by Grace Eckley
J. M. Synge, by Robin Skelton
Susan Mitchell, by Richard M. Kain
Sir Samuel Ferguson, by Malcolm Brown
Mervyn Wall, by Robert Hogan.

The president of this tucked-away enterprise comes to Florida now and then, but does most of his work in his New York and London offices. The genial general manager left the printing business in upstate New York eight years ago when he read an advertisement in a trade paper. After taking a careful look around the area, he telephoned to his wife and said, "Pack – we're moving to Florida!" The whole family is happy about the move, and wouldn't think of going back to where they came from.

The St. Lucie Canal, deepened and widened in 1923, can float boats up to two hundred fifty feet in length, fifty feet wide, and of eightfoot draft. It was used extensively in World War II when oil barges and coastal freighters went either way in order to escape enemy submarines waiting off the coast. Shrimp trawlers use it now – more than three thousand commercial and pleasure craft, excluding outboards – pass through yearly, from Gulf to Ocean or Ocean to Gulf.

While not so well attended in recent as in former years, the annual rodeo is an attraction drawing people from neighboring counties. Occasional exhibitions of sky-diving are also popular. The first Blue Grass Festival was held in 1974.

The Indiantown Telephone Company, independently owned and not an arm of Southern Bell, lists nine hundred seventy-six subscribers.

JENSEN BEACH

The first pioneer settlers who came to the Jensen area must have been impressed by this wild and primitive country...a solid pattern of trees and shrubbery, with the native palm trees providing a tropical atmosphere. The Indian River in the 1880s was more like a fresh-water savanna, with heavy growth of marsh grass which often impeded boat travel. In later years, the early settlers joined together in opening the St. Lucie Inlet by digging a ditch connecting the waters of the Atlantic Ocean and the Indian and St. Lucie Rivers.

Early settlers came down the Indian River from Titusville by boat, and boats were the principal mode of transportation for a number of years. Paths were cut through the jungle on the west shore of the Indian River, and people walked these paths until horses and wagons came on the scene.

Early settlers found hunting and fishing to be of the best, and wild game and fish were a great help in supplying necessary food, since there were no corner grocery stores in which to buy supplies. Jensen Founded

John Lawrence Jensen came to the Jensen area in the early 1880s and was so impressed at what he saw that he decided to move from Wheeling, West Virginia, and start the development of the community. He discovered that Captain Thomas E. Richards had settled in Eden and was growing pineapples there. Jensen decided to promote the growing of pineapples a few miles south of Eden.

Jensen was born in Kolding, Denmark, in 1862 and came to the United States in 1880 at the age of 18 and settled in Wheeling. Upon his return to Wheeling from Florida in the early 1880s, he applied to the Federal Government in Washington for Homestead Settlers Rights to much of the land that made up the area later to be named Jensen.

On November 14, 1888, he received Homestead Certificate Number 6177, granting him Homestead Settlers Rights to the land he wanted. The certificate was signed by President Grover Cleveland. And so, the site became the community of Jensen. There were few settlers in the general area at that time.

Jensen immediately started clearing the land for the planting of pineapples, with the help of Indians and people from the Bahama Islands. New settlers started coming in, among them Jensen's sister and brother-in-law, the John Sorensens.

In the meantime, Jensen married Lucy Elizabeth Aston, daughter of the Right Reverend John Aston of Kings Norton, England.

In a very few years the Jensen community became the hub of the pineapple industry on the east coast, pineapples being grown on the sand ridge from Sebastian to Hobe Sound. Rapid growth of the industry caused Henry M. Flagler to extend his railroad down Florida's east coast. In the meantime, shipments were made by Indian River steamers. Jensen welcomed the extension of the railroad and sold Flagler rights-ofway in 1894 through the pineapple fields he owned, and other growers did likewise.

Reportedly, the Jensen area produced 1,000,000 crates of pineapples each year during the peak years of the industry. The great Florida freeze in 1895 temporarily knocked out the industry, but the fields were replanted and peak production was reached in 1908. However, the pineapple "gold rush" was soon to die along the Indian River.

The Cuban pineapple industry was revived after the Spanish American War. The Florida East Coast Railway entered the water rate competition and started hauling Cuban pineapples to northern markets at lower rates than were charged Indian River growers. The situation finally "killed the goose that laid the golden egg." Market prices dropped with the influx of Cuban pineapples; freezes and frosts, in addition to a plant disease, dealt the death blow.

In the early 1900s Jensen sold all of his Florida holdings and moved his family to Asheville, North Carolina. After some time in the brick manufacturing business, he sold his plant and returned to his original inter-

est of growing pineapples, oranges, and other citrus fruit in Cuba. He was influenced in this decision by the extension of the railway to Key West. This meant lower sea and rail rates for shippers in Cuba to northern markets.

Jensen purchased a pineapple plantation in Polascious, Cuba. This venture was successful until the Cuban unrest developed into a revolution. Jensen escaped with his life, but most of his holdings were destroyed. He later disposed of what remained and returned to Asheville, where he resided until his death in 1914.

Surviving at the time of his death were his wife, Lucy Elizabeth, and two sons, Aston St. John and Meredith St. George, and a daughter, Lucy Katherine. The eldest son was killed in France while with the armed services of the United States in World War I. Meredith St. George Jensen and Lucy Katherine Colthurst are both residing in Alexandria, Virginia, at this writing.

Murder

The still-warm body of Carrie Kaiser, a young German girl who had been stabbed and beaten to death, in a pineapple field, was found at Jensen, in May 1894.

Six weeks later, Montellus C. Hardee, a young white man was arrested. There being no justice of the peace in the Jensen area, the preliminary hearing was held at Titusville, with fifty-seven witnesses from Jensen, all of whom got a rough deal, the Legislature having recently limited witnesses to fifty cents a day and no mileage allowance.

Though the girl had not been raped, Judge Minor Jones forbade publication of the testimony and Jensen had, shortly before this happening, literally "run all its Negroes out of the area." One witness, Christopher Columbus, was a Negro.

From there on, the case simply dropped out of the news until Curtis R. Barnes, Clerk of the Brevard Circuit Court suddenly produced a December twenty-one court record which showed that a jury had acquitted Hardee, at the Fall term.

During The Peak

Going back to the development of Jensen and the pineapple industry, Jensen started the construction of the three-story Al Fresco Hotel, which was opened to the public in 1895. At that time, the Al Fresco was the first hotel completed south of St. Augustine and served as the social center of Jensen, in addition to catering to tourists and businessmen.

Other centers of social activities in the Jensen area during the "golden pineapple days" included the Gilbert's Bar Yacht Club, on the beach south of the Life-Saving Station, and the Mid-Rivers Country Club in Waveland.

The town had quite a business section during the pineapple "boom." Most of it was located on Main Street and included a bank, grocery and dry goods stores, a town hall, the FEC passenger station, barber shop, livery stable, ice factory, hardware store, and other establishments.

Two Great Fires

One of the first major setbacks to Jensen was the failure of the Planters Security Bank. Soon after, the St. Lucie County Bank opened for business in Jensen, later moving to Fort Pierce.

Then came the disastrous fire on May 3, 1908, which wiped out most of the business section, including the FEC passenger station. Destroyed in the conflagration were the Munch Building, Town Hall, Sneden Boat Shop, Jensen Trading Company, James Neal warehouse, Post Office, Masonic Lodge, Steinhauser meat market, James Neal grocery store, Tucker's bowling alley, Blocker's bakery, Read's office, several cottages and railroad cars.

The second disastrous fire in Jensen occurred on October 17, 1910, when the Al Fresco Hotel, then owned by R. R. Ricou, burned to the ground. It had been closed for some time before the fire due to the decline in the pineapple industry and generally bad times in Jensen.

Jensen's business section was slow to rebuild after the 1908 fire. R. R. Ricou erected the two-story "brick block," which still stands near the railway. A new Town Hall was built and is still in use. The railway erected a new Spanish-style passenger station, which has been torn down.

Jensen Highlights

Jensen became well known after the large houseboat Everglades was built by Colonel Robert M. Thompson and sailed inland waters for a number of years. The *Everglades* was built on the west shore of the Indian River near what is now the west end of the Jensen Beach bridge.

When steamboats began serving points along the Indian River section they first came as far south as Eden, where they tied up at Captain Richards's dock. They later came to Jensen and hauled general merchandise, pineapples, and the mail.

The Santa Lucia Inlet (now called St. Lucie Inlet) was man-made by early settlers. They used shovels, hoes, and other tools to dig a ditch connecting the ocean and river waters. When the final cut was completed, a tremendous volume of backwater from the Indian and St. Lucie rivers started a mad rush to the Atlantic Ocean and carried much of the equipment to sea. In fact, many of the workers had to scramble to safe ground in a hurry. Saltwater killed the marsh grass in the Indian River.

Pineapple picking and shipping was done mainly during the month of June, although some lapped over into July. Pineapples, being highly perishable, had to be shipped when ready, regardless of prices on the markets, or weather conditions. They had to go, rain or shine. Baltimore was the big pineapple mart. Most of the packing houses were adjacent to the FEC Railway and its side tracks.

When the pineapple industry died in the Jensen area, some of the residents discovered that green beans could be raised profitably on small plots of ground on Hutchinson Island, across the Indian River from Jensen. While the volume of green beans was comparatively small, it did pay off for the growers involved. The island was practically immune from frost and freezing weather, and beans grew very well. Hampers of green beans often brought as much as fifteen dollars net to growers when other vegetable producing areas were frozen out. New York and Chicago were the principal markets. Everything had to be transported by boat across the river. Beans were shipped by express.

Other pineapple growers turned to citrus fruit with good success. While the acreage was small, the few groves produced very good crops and the fruit found a ready market locally, although some fruit was shipped. Growers stuck pretty well to oranges, which did very well in the sandy soil.

Jensen was one of the first places on the east coast to have an ice manufacturing plant. Ice was essential to the operation of the commercial fishing industry, which reached big proportions in the Jensen area, as well as in Stuart and Fort Pierce. The Jensen Ice Factory was operated for a number of years, also providing local homes with ice.

Paved roads were unknown in the early days. Indian River Drive and side roads consisted of deep sand ruts which made traveling by horse and wagon or buggy quite a chore. Most settlers had river docks and used sailboats or motorboats. First road paving in the early 1900s was mostly shell, brought on by the arrival of automobiles and trucks. Driving an automobile in the deep sand ruts along Indian River Drive was some job, but quite a few car owners did just that.

Mosquitoes were terrible during the summer months in Jensen. Most of them came from breeding areas in the mangrove swamps along the east shore of the Indian River. Every home had its mosquito brushes (made from palmetto fans) at front and back doors. The pests swarmed all over the place. Pineapple pickers often wore mosquito nets over their faces and necks, and wrapped paper around their ankles. Old fertilizer sacks were burned in buckets, cans, and tubs to provide smudges in packing houses. All house and business windows and doors were screened.

When the FEC Railway came to Jensen in the middle 1890s, one of the happy diversions was to meet passenger trains at the station, then go to the Post Office and pick up the mail. Trains 29 and 30 carried mail, express, and passengers and stopped at every community. The first luxury passenger train on the FEC was the Palm Beach Limited. It was a parlor car train, gleaming in its bright orange color and pulled by a coal-burning

locomotive. Railroad tracks were not rock-ballasted then, and the speeding trains picked up clouds of sand and dust.

Jensen boasted the highest sand hill on the east coast and it was named Mount Washington. It's still there...at the north end of Skyline Drive. So far as is known, Mount Washington is the highest point of land on the coast. The hills at Hobe Sound are the only ones to compare to it. All of the hills were covered with pineapple fields.

Jensen was the hub of practically everything in the early days. Entertainment was provided through regular visits of the famous Sun Brothers Circus, Silas Green from New Orleans, and Florida Blossoms... all tent shows. It was not uncommon for the big circus wagons to bog down on Main Street. Community entertainment was given in the Town Hall. Jensen also had a baseball team of some renown.

As best the author remembers, the first church services were held in the Jensen Town Hall. He never missed Sunday School for ten straight years. Later on, the Community Church was built in Jensen. All Saints Episcopal Church and cemetery were located in South Jensen. The first Sunday School class was taught by Mr. Hebbert in the Al Fresco Hotel; later they were held in the Town Hall.

The first public school in Jensen was located atop the high hill west of Main Street and the FEC tracks (where the street now extends west to Federal Highway 1). The school was a big, two-story frame building, painted yellow, containing space for four classrooms. However, only two classrooms were used, with a teacher for each room. School grounds were spacious and there were outdoor toilets.

Among the first teachers in the Jensen Public School were Mrs. Hunter and her daughters – Miss Edith and Miss Sue – Miss Annie Brown, Miss Barbara Miller, Miss Inga Ola Helseth, Garfield Evans, and Miss Pennington.

The author recalls the following families in the Jensen area in the early 1900s: Sorensen, Neal, Austin, Pitchford, Schultz, Ricou, Thorsen, Sneden, Dr. McClinton, Baker, Munch, Beardsley, Moser, Hoke, Starck, Wolfe, Willes, Garrison, Hellier, Backus, Trice, Keck, Segerstrom, Racey, Toussaint, Harbrecht, Hebbert, Hogg, Fredricksen, Hardee, Ireland, Tyndall, Seery, Blocker, Steinhauser, Brand, Kling, Robinson, Gaines, Bray, Coon, Harmer, Jones, Moore, Yelvington, Jensen, Gideon, and Mitchell.

Most of the workers in the pineapple fields came from the Bahamas (Nassau). Growers, in some instances, provided small houses in which they lived. However, there was a Negro community called Tick Ridge, located

at the north end of what is now Skyline Drive. Many people were needed to work in the pineapple fields in the early days.

Commercial fishing became an important industry in the Jensen area in the mid-1890s, when R. R. Ricou moved from Titusville and installed a large fish house on the west shore of the Indian River, on a long dock extending into the river from the spot where Warner B. Tilton's real estate office and home are now. A tramway ran from the fish house to the ice factory and express station. Mr. Ricou started his Jensen fish house, later opening branches at Key West, Miami, Titusville, Fort Lauderdale, Salerno, West Palm Beach, Riviera Beach, and Fort Pierce. He moved to Jensen when the FEC Railway extended its line from Titusville south to West Palm Beach and Miami. R. R. Ricou and Sons operated between forty and fifty boats on the east coast. Fish shipments from Jensen, alone, ran as high as two hundred barrels daily, along with solid carloads of bottom fish and mackerel. Warner B. Tilton joined the firm in the early 1920s, and later married Miss Anita Ricou, daughter of Mr. and Mrs. R. R. Ricou.

When Jensen was founded, it was located in Brevard County. When St. Lucie County was created, Jensen became a part of it, and when Martin County was formed, it included the Jensen area, the county line being Tick Ridge Road.

By Harry J. Schultz

(Harry J. Schultz was born in Jensen in 1897, the grandson of Jensen's first Postmaster, John Sorensen, and Mrs. Sorensell. Mrs. Sorensen was a sister of John L. Jensen, founder of Jensen, for whom the community was named. Mr. Schultz resided in Jensen until 1915, when he moved to St. Augustine. He served as freight agent at Jensen and transferred to the Florida East Coast Railway's general accounting office in St. Augustine, later serving in the United States Marine Corps in World War I. He was editor of the *Vero Beach Press Journal* for nearly thirty years, retiring in 1963 to be with his mother, Mrs. Louise Schultz, of White City. Mrs. Schultz died in 1968. Now living north of Fort Pierce, Mr. Schultz is a part-time employee of the *Fort Pierce News Tribune*.)

JUPITER LIGHT

Jupiter Light commissioned in 1853, designed in 1854, and ready to assemble in 1855, didn't really get into operation until July 10, 1860, when it was formally lighted. When the Civil War broke out in 1861, the light was darkened by southern patriots, allowing blockade runners to slip into the inlet. The men who darkened the light removed and hid enough of the light to make it unserviceable, yet did not damage the costly lens.

Service was restored after the war, with a Captain Davis of Key West

as Keeper, followed two years later by Captain James Armour, who remained for forty years. In October 1872, Armour, with his assistant keepers, rescued the crew and passengers of the steamer *Victor*.

Captain Armour retired in 1908 and was succeeded by his son-in-law, Joe Wells, who held the post for six years. Captain Tom Knight was next, staying but a few months when he exchanged posts with Captain Charles Seabrook at Hillsboro Inlet Light. Captain Seabrook remained for twenty-

eight years, until ill health forced him to retire.

In 1928 the light was converted from the old system of mineral lamps, with weights and pulleys, wound at intervals, to turning the great glass mantle by electricity, with a diesel motor standing by in case of a power failure. In September of that year, a major hurricane struck; the power went off and the diesel refused to start. But Jupiter Light did not fail. Seabrook reinstalled the old mineral lamps and his ten-year-old son, Franklin, went up into the tower, which was by then swaying as much as seventeen inches, and turned the lantern by hand. Seabrook, suffering from blood poisoning in his arm, had no choice but to send the boy up the 105-foot tower.

In 1939 all the U.S. Lighthouses not privately owned were placed under the supervision of the U.S. Coast Guard, with a Keeper coming for a short tour of duty. During World War II the Jupiter Lighthouse saw

active duty again, and is an inactive Historic Place today.

The keeper's dwelling was designed as twenty-six feet by thirty, thought to be large enough for a keeper and wife. A sad note – the cemetery at the Lighthouse, kept bright with flowers, has a small headstone, "to our babies... in memory of the Joe Wells children, both of whom died in infancy."

In 1903-04 Dr. Chas. P. Jackson started the first school boat service in Jupiter. Living on the main branch of the Loxahatchee River, he picked up the first lot of children as he came down the river, depositing them on the old railroad dock near the Post Office, now the Jupiter Marina. He then proceeded to the inlet and Lighthouse for the second batch. The school, in those days, was located in the vicinity of the present Jupiter Town Hall.

The boat used by Dr. Jackson was reputed to have been a lifeboat from the U.S.S. Maine, the famed Spanish-American War battleship,

consequently the school boat was called the *Maine*.

Dr. Jackson taught school, assisted by his daughter Mary, and ran the school boat until 1910, when he left for Cocoanut Grove, and became an Episcopal clergyman. His title of "Doctor" was authentic as he had previously studied medicine, and so he was able to attend to the medical, academic, and spiritual needs of any community in which he resided.

"Doc" Blanchard followed Dr. Jackson, and his title was one of affec-

tion, as he had studied a little medicine at one time.

The *Maine*, a double-ender, was thirty feet long and seven feet wide. Her cabins, with seats around the sides, covered about fourteen feet. Side curtains, which could be lifted in fair weather and closed in foul, kept the children snug and warm, or cool and comfortable, as she took them to and from school. Like other areas, Jupiter has grown into a busy, active community.

PALM CITY

Palm City's greatest growth has just begun, but it has had its ups and downs since its beginnings in either 1910 or 1912. Its location, away from the through waterway ten miles east – the Indian River – resulted in its being slow to reach its full potential. Even the railroads chose to follow the early inhabited communities nearer the coastline, or the more central, cheaper-to-build route near Lake Okeechobee.

In its earliest days, Palm City was a hunting and fishing area which appealed to both the Indians and the settlers who succeeded them. A small colony of settlers is reported to have existed on the south shore of the North Fork of the St. Lucie River during the Indian Wars from 1834 to 1837. Military records fail to show the colony but do record that a small storage depot existed on the westerly Palm City side of the South Fork although no trace of this installation has ever been found.

According to one source, in the autumn of 1910 Charles C. Chillingworth, a Palm Beach lawyer, president of the newly formed Palm Beach Land Company, purchased 12,000 acres in Palm City, divided it into ten-acre farms and set about selling it to buyers outside the area by means of a high-powered advertising campaign that covered the United States, Canada, and some parts of Europe.

Another source reports that on April 8, 1912, John M. Barrs conveyed by warranty deed 12,133.6 acres of land to Charles C. Chillingworth of the Palm Beach Land Company. A little hard to accept, when it is reported that on December 24, 1910, P. O. Scott, the company's first road salesman and a former employee of the George J. Backus Real Estate firm, sold the first piece of property.

Most sources do agree that C. C. Chillingworth organized the land company after coming to Stuart to visit, and that Stanley Kitching was treasurer; Mrs. C. C. Chillingworth, assistant-treasurer; Miss Patsy Reilly, secretary; and George W. Parks, assistant secretary.

In any event, the Land Company engaged George O. Buttler as engineer and it was he who divided the land into ten-acre farms, laid out the lots in the townsite known as Palm City-on-the-St. Lucie River, and opened offices in the McPherson Building, a two-story frame building at the corner of First Street and Albany Avenue in downtown Stuart. It was from this office the advertising campaign originated with thousands of dollars being spent on calling attention to the area as a natural "Health Spot," as well as being an ideal place for the small productive family farm. Part of the inducement to buy came from an all-expense-paid tour of the area, the gift of one city lot with each 10-acre farm purchased, and a look at the "Demonstration" farm on the old Martin Grade. Here, Chillingworth and Company had a variety of garden crops, (mostly citrus) to show just how profitable, fertile, and productive their property could become with a minimum of effort.

Without roads, bridges, or railroad, the only means of transportation

was either by small boats, or by fording the river (on Loop Road) to what is now the Indiantown Road. There was enough open range in the early days to necessitate county line riders to keep cattle from straying into the wrong county.

The Palm City Farms, known now as the Loop Road area, was the backbone of the community as there was no work other than farming, and the largest farm owned by the Niagara Fruit Company and known as the "Big Grove," was raising oranges while the intracoastal waterway area was busy promoting pineapples. Farm land prices were \$50 per acre.

Mr. Chillingworth brought his old college chum, Harry C. Feroe, to Stuart and he promptly bought the Otto Stypmann homestead, subdividing it into town lots now known as the Feroe Addition. He built the St. Lucie Hotel, the Feroe Building Block and donated the property for the first bank. At the same time, J. B. McDonald, a Palm Beach Land Company salesman from Scotland by way of Oklahoma, became responsible for many of the early settlers through his fine salesmanship and enthusiasm for the area.

In 1912, Mr. and Mrs. Orin Coffrin built the Palm Villa Hotel, a three-story, nineteen-room combination tourist and commercial hotel near the ferry overlooking the river at the corner of Palmetto and Michigan Avenues. Later Coffrin built a two-story structure for automobile storage, a boat yard, and a machine shop, all of which were demolished in the 1928 hurricane. Coffrin reconstructed the building, but this time it was a one-story garage, machine shop and living quarters.

George W. Jones built the first store and Post Office at the beginning of Cornell Avenue across from the hotel and when the Post Office was officially opened on July 6, 1914, he became Postmaster. Charles Leighton was the first mail carrier from Stuart to Palm City on the ferry, leaving Palm City at eight o'clock, returning at eleven, leaving again at noon, returning at six p.m. He was followed by James Lightner in 1913 or 1914.

When the Land Company was at the height of its activity, it bought boats, automobiles, mule-teams, and comfortable covered wagons to squire prospective purchasers around in to see the wonders of the rivers, the ocean, and the rich prospering pineapple plantations. Charles Dirr was the official taxi guide taking company guests around the countryside in everything from a surrey with fringe-on-top to the latest in a Ford model T, depending on what territory they were to cover – rough road and trail, or mud tracts. Later Dirr purchased his own taxi for independent hire, getting a medium class luxury sedan that would carry five passengers and luggage.

The first groves were planted by a number of French settlers from Saskatchewan, who located on Section twenty-four; here they planted the first citrus which became infected with citrus canker and necessitated the destruction by fire of all the trees to prevent the canker from spreading.

Other groves in those days belonged to Churchill Blasko, Taxak, Delano, Geofhert Hunderlack, Bailey, Shotwell, Gaede, McCord, Niagara Fruit

Company, VanDusen, S. P. Wachner, Phillips, Wentz, Coffrin, Swearington, settlers from the Canal Zone, Canada, and Montana, to name but a few.

Harold Anderson Lincoln (Abe), one of the early settlers, was born in Brookline, Massachusetts on July 5, 1880; sailing south in 1909 aboard the four-masted schooner Josephine Thomas, which hit a reef at Fowey Light, March 22, and went ashore. Abe went to work for Henry M. Flagler on the railroad at Bahia Honda and eventually reached Miami in 1913. Later that year he came to Palm City and purchased a farm. Being the only man in the area to own a camera, he was soon very busy and very popular. Being an enterprising gentleman, Abe was soon working as overseer on the Ralph H. Maxwell property (Chicago money) for the sum of \$200 a month and three dollars and fifty cents a day when he either planted or mowed. Many pictures of early Palm City, Stuart, and Salerno residents were taken by Abe, who left a fine legacy.

After the Coffrins and the Joneses, Mr. and Mrs. H. H. Church built a two-story house nearby, and Mr. and Mrs. Courley built a packing house. The ferry, managed by C. E. Porter, was used to get supplies in Stuart or to go to Ringdoff Grove at White City for all-day picnics in addition to

bringing the daily mail.

Charles Leighton, who had come here from Aberdeen, Scotland, with his wife, Rose, of Staffordshire, England, arrived in Palm City in 1914 to farm and grove. Like a good many others, he came with big expectations and little financing - using most of his funds to clear the land and build a house and start a farm patch and a grove. Inadequate drainage ruined most of the early "farm" settlers. When the weather was dry there was no way to irrigate these small groves; when the torrential rains came, the areas were flooded. Only the big farms survived. At one time there were more than 700 acres of groves in Palm City. Most of them failed. Charles Leighton left in 1917 for war work in a factory outside of the state, as many others did, and never returned.

But all was not doom. People came and they did things. In 1915 the Woman's Club was built, and the first school built on the farms, Central Palm School, opened on Loop Road with Merle Speakman its first teacher, followed by a Miss Hall. This same school served as the first Sunday school meeting place as well as the social hall for entertainment. It was later

closed because of an outbreak of diphtheria.

Edward Mapp and his bride arrived to settle permanently, raise citrus, and serve the community as well as to help establish the first Christian Science Church in Stuart.

In 1917 the first church was built in Palm City but was demolished in the 1928 hurricane. Charles Beyer set up the first sawmill enterprise and became a part of the Stuart community as well as Palm City.

In 1913, Frank Barat started his farm with four cows and went on to establish the Moore Dairy, one of the largest and best known for miles

around.

By 1917, Lightner, C. Burdick, A. W. Brown (all from Chicago) J. Hunt, Mr. and Mrs. J. West, Mr. and Mrs. E. A. Yates, Mr. and Mrs. J.

Trahler, Mr. and Mrs. E. Geslaer, Mrs. J. Marshall, Messrs. Wildfrong, Owen, Evans, Kaltz, and A. Bezone of Detroit, and Wyate Toffelmire and Mr. and Mrs. S. W. Atkins (of Amherstburg, Ontario) had arrived and were settling in.

On December 31, 1918, the Ellen G. the 32-foot ferryboat of Captain A. Chase, which made daily runs from Stuart to Palm City before the bridge was built, burned to the water's edge. Chase's son, who was aboard the boat attempting to start the engine when an explosion of gasoline started the fire, escaped and cut the ferry loose from the city dock, thereby saving the dock.

Before leaving the area, Charles Leighton organized the first baseball team, The Palm City Swamp Angels. Later a girls' team was organized,

followed by a men's team.

It is said that the Seminole Indians often camped on the farms in winters, using oxen, and living in their covered wagons. These were the days when the St. Lucie waters, then salty, were so filled with phosphorus that at night the millions of jumping mullet looked like tiny streaks of lightning darting through the water.

Until 1915, the main highway known as Cornell Avenue went only as far as 5th Street and there were mostly sand roads and trails leading to the farms. The St. Lucie Canal was being dug and one day the Palm City Bridge would be built linking it with Stuart, but the "cornucopia of abundance" Charles Chillingworth's promoters visualized in small farms did not materialize to the sorrow of many an early settler.

"Cornell Avenue is not the oldest route to the farms," Rose Leighton told me. "You took a path through the woods on Palmetto Street to Sunset Trail or detoured down what is now Berry Road, as the road from 5th

Street in Palm City to Berry Road was not opened."

"The County Poor Farm, or old folks' home, was a mile south of Martin Grade, a mile past the turnpike, straight ahead instead of turning to Loop Road" - I learned, as general directions from longtime residents became more specific, but still stopped short of today's uncompromising highway instructions: turn left at third traffic light.

On one subject everyone agreed: the ferry was the Pearl H. She ran

from 1912 to 1917 - three trips a day.

Sometimes the young view is as faithful as the view of those who depend only on what they remember. For a schoolgirl's account of Palm City's early days, the following paper received a mark of A, and the teacher's comment was "excellent." The schoolgirl was Mary Raye Crewes, and this was written for her 9th grade civics class composition on September 12, 1957.

THE HISTORY OF PALM CITY by Mary Raye Crewes

In 1910 the sale of land began. The land was then known as Palm City Farms $\,$ and was located in Palm Beach County. The first settlers arrived in 1912. Mr. and Mrs. George W. Jones built the store

and the Post Office was located in the store. Mr. and Mrs. H. H. Church built a twostory house and several other small cottages including a packing house owned by Mr and Mrs. Courley, also there was a three-story hotel called the Palm Villa Hotel – built on the riverfront by Mr. and Mrs. Orin Coffrin.

There was no bridge at this time over the St. Lucie River to Palm City. The land company furnished a ferry managed by C. E. Porter for the people to go to Stuart for supplies, and operated three times daily. The ferry was also used to take people to Ringdolf Grove at White City for picnics. The company also furnished a horse and surrey to take people around the farms which later was replaced by a model T Ford.

Until 1915, the main highway known as Cornell Avenue came only to Fifth Street. The rest of the road up to Danforth Creek Bridge was not completed. All the roads to the farms were just sand roads, mostly trails for horses and wagons that were

the only means of transportation.

In 1917, the Woman's Club was built. The first Sunday School and Church services were held there, and also all community entertainments were held there. This building was demolished by the August 8, 1928 hurricane. On January 23, 1921 the first church was built. It was also destroyed by the storm in 1928.

In 1917, the first bridge was built across the St. Lucie River.

In the early part of 1915, a school was built and was known as Central Palm School. Here public school and Sunday School were held, also all entertainment until diphtheria broke out and five of the children died. This caused the school to be closed and abandoned. The first teacher in this school was Merle Speakman.

Charles Beyer operated the first sawmill in Palm City and Charles Dirr was the

first person in Palm City to own a car.

In 1922, the first baseball team was organized by Charles Leighton. It was known as the Palm City Swamp Angels. It was followed by a girls' team and later a

When Martin County was formed the Palm City Woman's Club decorated a float for the parade which won first prize of \$200. Girls on the float were Dorothy Gaede as Miss Palm City, Estelle Croker and Yvonne Dutton as attendants, also Dorothy Hodapp, Susan Mary Corcy and Annie Dutton.

The children attending this (Palm City) school were: Harold and Irene Gregorie, Robert and William Markel, Ethel Pearl, Clay and Ray Wentz, Cecil West, Charles Beyer, Dorothy and Laurette Gaede, Charles and Helen Czverko, Floyd Rosberry, Eugene Reid, Ethel Beard, Erma Geophert and Steve and Arpad Barat.

Those with whom I talked - Vermelle Baker, Charles E. Blakeslee, Frank Coffrin, Mrs. Rose Leighton and "Bill" Petty - all gave the same facts: The Palm City Farms offered by C. C. Chillingworths Palm Beach Land Corporation were "sold to people by agents in all the States sight unseen," and "Palm City was basically a hunting area."

As Rose Leighton said, "There were no bridges or roads. The Palm City Farms roads known now as Loop Road and State Road 714, were the backbone of the community. There was no work of any kind to make a living, except to farm - which was a gamble. Many families came, built a place to live, cleared a little land, then - money all gone - disappointed, left, and never returned.

"The Niagara Fruit Company, with its 160 acres of citrus tees was called 'The Big Grove' and the demonstration farm on the old Martin Grade (it was called 'the grade' then), showed the land buyer what could be grown. Walter Chillingworth ran the 101 Ranch on the grade, and at one time there were over 700 acres of citrus groves.

"When the Dawkins Construction Company of Jacksonville built the second Palm City Bridge (for \$63,517) the Palm City Woman's Club celebrated with a dinner at the Palm Villa Hotel.



Al Fresco Hotel, Jensen, overlooking the Indian River one block north of Commercial Street, was built in 1893 and destroyed by fire in 1911.



Homestead of Mr. and Mrs. W. L. Fredricksen, on hilltop overlooking Jensen.



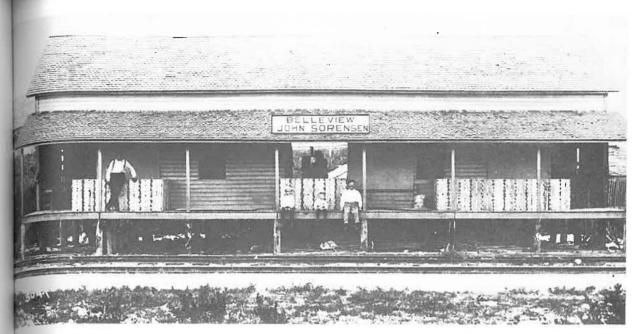
John L. Jensen, founder of Jensen.



Port Sewall Post Office in Theodore C. Saul's grocery store.



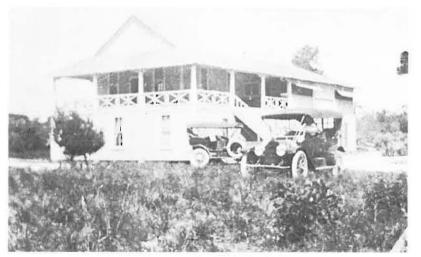
E. J. Ricou with sailfish ...a rarity in 1920.



John Sorensen's pineapple packing house, Jensen.



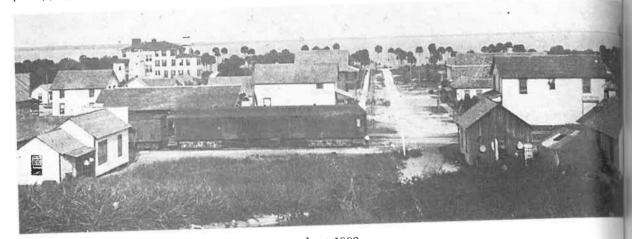
Jensen city dock.



Mid-Rivers Country Club, Jensen, more than fifty years ago.



Jensen, 1905, looking southeasterly from hill west of the railroad. Al Fresco Hotel at extreme left, pineapple fields extending to the railroad tracks.



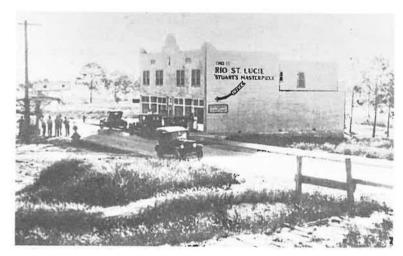
Looking eastward down Commercial Street, Jensen, about 1903.



Rio St. Lucie water station.



School in Rio on 707.



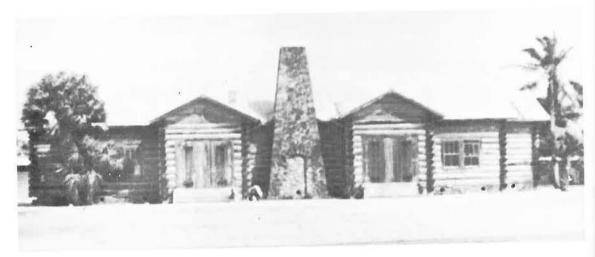
Rio St. Lucie "Stuart's Masterpiece."



Jensen waterfront, 1904, showing sailboats along shore. R. R. Ricou fish house at right.



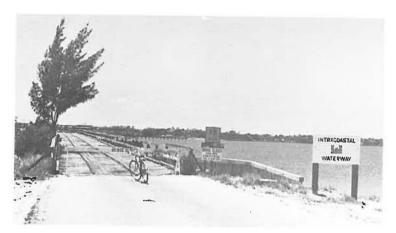
Original (1915) Stuart High School, now part of the County Courthouse.



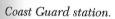
Log cabin built by W.P.A.



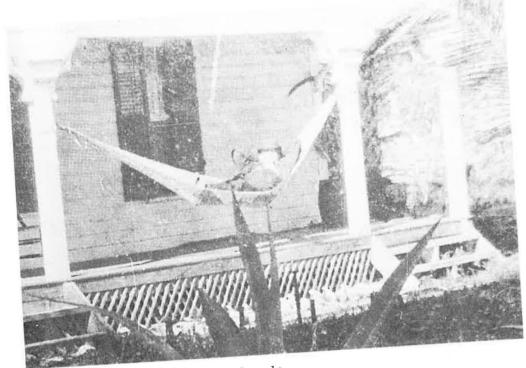
Jensen bridge open.



Another view of Jensen bridge.



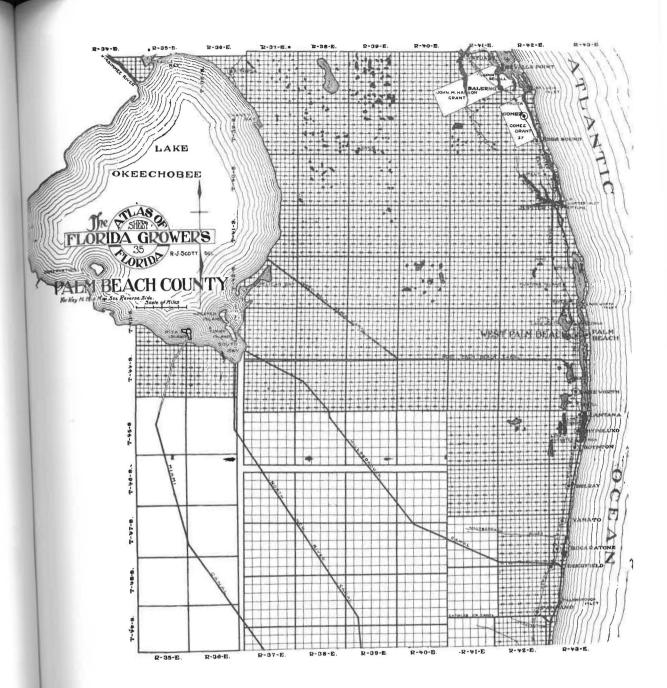




Captain Thomas E. Richards, who first brought pineapple slips to the area, taking his ease in a hammock on the porch of his home in Eden, 1898.



Indian River Cemetery at Eden, where the Captain Thomas E. Richards family and John Hutchinson are buried. Photo by Jefferson Siebert, 1974.



Original map of Palm Beach County, 1909, the state's 47th county, extending from Stuart on the north line to a line three miles south of Pompano Beach. In 1915, the southerly ten miles was substracted and included in the creation of Broward County; a decade later, the northerly seventeen miles was lost to Martin County. Upper right corner shows the two old Spanish Grants in Martin County. The Hanson Grant, which takes in Port Salerno, Rocky Point, and St. Lucie Inlet Farms, some 16,000 acres, was conveyed by the King of Spain through the Governor at St. Augustine to Samuel Miles in 1813 and then to Major John M. Hanson. The Gomez Grant of 8120 acres on the mainland and 4060 on Jupiter Island was similarly conveyed to Eusebio M. Gomez, in 1815.

Miss Patsy Reilly (Mrs. F. E. McCord).





George Backus plantation, Tropical Farms sector, South Fork of the St. Lucie River.



Palm Villa Hotel 1913, destroyed by 1928 hurricane.



Ladies waiting at Palm City for ferry to Stuart.



A "three-legged race" by Palm City boys, 1914.



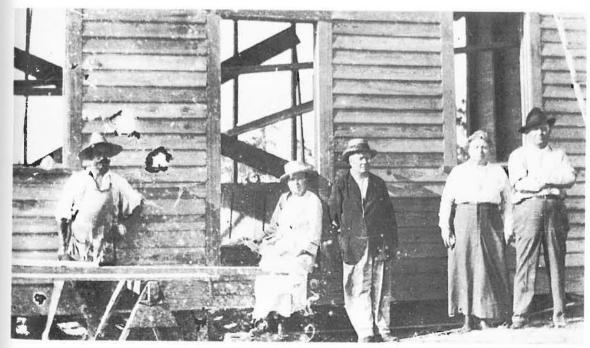
Palm City Woman's Club, built in 1915.



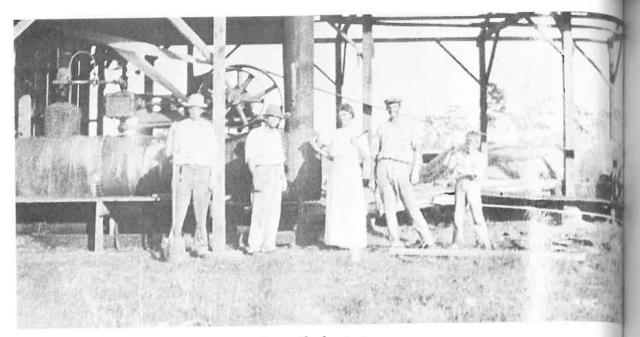
Original Palm City general store and Post Office built in 1912, facing north on Palmetto Avenue. Pathway at extreme left is present Cornell Avenue. Track in front leads to the South Fork ferry landing.



Log cabin, built by an early German immigrant resident in Palm City.



Workers pausing during a house raising, old Maxwell Grove, Palm City.



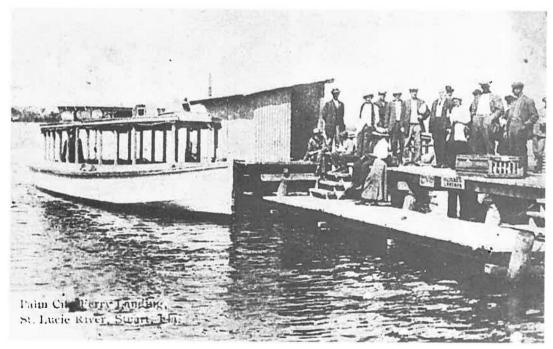
Mr. and Mrs. Charles Beyer with son, Charles, Jr., two workmen, at their sawmill in Palm City Farms in 1914.



Palm City Congregational Church, built in 1921.



Old Palm City bridge after completion, 1919.



Palm City ferry, owned by Captain A. Chase, the 32-foot Ellen G., with passengers and freight at the West 1st Street dock in Stuart, 1916.



Members in front of the Palm City Woman's Club, 1915.



These women were members of the Halpatiokee Chapter of the Daughters of the American Revolution when it was organized at Sunrise Inn January 20, 1949. They are (seated, left to right) Mrs. W. R. Leach, Mrs. Lyndon W. Barnes, Mrs. Paul M. Hoenshel, Mrs. David M. Wright of Bartow, state regent, Mrs. Ernest F. Lyons, organizing chapter regent, Mrs. James F. Byers of St. Petersburg, honorary state regent, Mrs. Harry H. Hipson; (standing) Mrs. Earl J. Ricou, Mrs. Harvey Homlar, Mrs. E. H. Coutant, Mrs. Peter L. Steelman, Mrs. T. E. Preston, Mrs. M. G. Littman, Mrs. A. M. Shrigley, Miss Myrtle M. Dyer, Mrs. Webster Ordway, Mrs. Lane Jennings, Mrs. Evans Crary, and Mrs. Dewey Hayes.

"The Palm City float in the celebration parade in January 1926, when Martin County was formed, won first prize in the parade – \$200. It was decorated by the Woman's Club."

Mrs. Leighton recalled that "many Seminole Indians camped on the Martin Grade in winter and hunted, as there were plenty of turkey, deer, and other game." And "since the young people needed entertainment, Charles Leighton built a ball park on his land." The Palm City "Swamp Angels" played against Indiantown, Hobe Sound, Stuart, and White City. Not to be overshadowed by the men, a girls' team was formed by Miss Helen Donaldson (now Mrs. J. F. Bozone) known as the "Busy Bees."

Palm City streets, she mentioned, were named for Palm Beach Land Corporation employees: McCord Avenue, Reilly Avenue, Feroe Avenue, Butler Street, and Noble Avenue. The Cleveland Addition was named after E. M. Cleveland who bought the land from Mr. Chillingworth in the early 1920s. The Murphy Road was named for a widow and her son who lived on a houseboat on the river by the hotel grounds and finally made a trail to get to her land (on the Murphy Road and to the Courley family's farm up the same road on the north fork). The Courleys had a small packing house on Palmetto Avenue.

There were sand trails through the area, and the Palm Beach Land Corporation provided "taxi service" – with Charles Dirr in charge.

Mr. Chillingworth donated land for the Woman's Club, which was

organized in November 1916, on the riverfront at 3rd Street.

Palm City's early mayors were Arthur Brown, John Douglas Petty, J. E. Lower, and Orin Coffrin. City clerks were: Mrs. Reggie Kitching, Mrs. Floyd Enos, and Arthur Brown.

The Chamber of Commerce was organized in 1926, and met in the Woman's Club. Church services had been held there in 1921 until a church was built on land donated by Mr. Chillingworth – on 9th Street facing the river. The cornerstone was laid October 23, 1921, and the building was dedicated December 18, 1921. The August 8, 1928, hurricane destroyed both church and clubhouse. (That early, hurricanes were not named, so are recalled only by date. Names were not introduced by the Weather Bureau until 1953.)

For many years the Palm City Church, known as the Bible Union Congregational Church, was Florida's only church operating a Sunday School bus to bring children in from outlying farm areas. The school bus was used for the purpose.

Rebuilding the church began almost at once, and the new cornerstone was laid on the foundation of the old building December 30, 1928. The new building was dedicated April 14, 1929, and the Woman's Club was invited to use its facilities.

By C. O. Reinhart

PORT MAYACA

It would appear that the very early beginnings of Port Mayaca,

Martin County's westernmost town, were connected to those of Indiantown, some 14 miles east of the little settlement nestled against the eastern shore of Lake Okeechobee.

On December 25, 1837, the last Indian engagement east of the Mississippi was fought on the lake bank, the Federal troops under the command of Colonel Zachary Taylor who later became the twelfth President of the United States.

Colonel Taylor built a rude stockade to house wounded soldiers, calling the site Fort McRae, for an officer who lost his life there, but it was soon abandoned. Wilderness prevailed again for fifteen years, until 1855, when new military routes were sought through southern Florida. Fort McRae was rebuilt and used as a base for scouting operations toward New

River, in the present area of Fort Lauderdale.

Just why and when the name Port Mayaca was adopted remains a mystery. "Mayaca" is a name believed to have originated from the Indians during the Spanish era in Florida, the former name for Lake Okeechobee. It is also the name of a tropical plant. Early in this century the "Port" was added, but it remained nothing more than a "wide spot in the road" until 1925 when the three sons of Henry Phipps, steel magnate, philanthropist, and former partner of Andrew Carnegie, purchased 6,500 acres with five miles of lakefront from W. J. "Fingy" Conners, developer of the sugar lands. These sons, John S., Henry C., and Howard all have winter residences in Palm Beach County.

The young inheritors of the Phipps fortune scheduled \$7 million for the site and planned the creation of a big city. Municipal planners from Chicago were employed to design the new city, including a yacht basin, a fine beach, two golf courses, a manufacturing area, and many residences. However, just before the grandiose plan was to be put into action, the Florida Land Bank collapsed, and with it went the city of Port Mayaca.

In 1927, three investors employed Paul M. Hoenshel of Miami to make a survey of the possibilities of the area. Hoenshel probed the layout thoroughly, and recommended its development. His bosses said "go ahead" and Hoenshel began the tremendous job of creating an empire out of a

literal jungle.

That he was successful during his seventeen years on the job is evidenced by the prosperity of Bessemer Properties, Inc. which was the name adopted for the development - the name taken from Sir Henry Bessemer (1813-1898), the English engineer-inventor of the process for the manufacture of steel in 1856, and founder of the famed Sheffield steel works. Sir Henry made the Phipps fortune possible. Hoenshel developed productive farm areas and successful citrus groves. After a few years the vast sums of money that the Phippses invested through Hoenshel's direction began paying dividends and have never stopped.

When Hoenshel resigned to move to Stuart in 1944, he was replaced by Thomas C. Gartland. The property now consists of only about 2,000 acres, the balance having been sold, bit by bit, to various other believers in the area who are making Port Mayaca blossom as it never had before.

The hardships of Port Mayaca's pioneers are seen in the Port Mayaca Cemetery which records in stone, wood, and photographs the enormous loss of early life (children), and the mass grave holding the bodies of 1,600 who lost their lives in the 1928 hurricane. With more than 3,000 burials, it would appear that lives were lost due to many causes and that the population may have been considerably larger than the 1974 estimate of 50 residents. (Further details will be found in the section on cemeteries.)

In 1938, the Cypress Lodge, now operated by Mr. and Mrs. Charles Dorrell, first opened its doors and its sixteen rooms to tired motorists

crossing the state from north to south or from west to east.

The lodge, boasting an outstanding cellar, is colonial in design, built originally as a tavern, and has been operating ever since. The two-story all-cypress building with a large dining room, is staffed largely by residents of Pahokee, Canal Point, and surrounding towns. It is said that more people work in Port Mayaca than live there.

The Port Mayaca Trading Post was established in 1957 by the Ben Hill Griffin Company, of Frostproof, Florida - the firm that produces "Orange Nip" from its extensive citrus groves and its water plant. The plant, opened in 1949, pumps water underground within a two-mile radius, with Cypress Lodge and The Trading Post its primary concern.

Downtown Mayaca consists of a single retail establishment, The Trading Post, which sells everything from gasoline to handmade crocheted pillows. It is operated by Mr. and Mrs. Carl Sherman, who came to Martin

County in 1965 from North Carolina.

The oldest tax-payer, in Martin County, once owned two-thirds of the land, in the county, and was known as the Southern Land and Timber Company, established in 1902, when the Florida treasury was flat broke. It was founded by a group of far-sighted business men from New Orleans, who paid less than fifty cents per acre in hard cash for some two million acres of land on both sides of Lake Okeechobee, most of which neither settlers nor any white man had invaded.

George F. Bensel, secretary for the organization, left New Orleans to go to Jacksonville for a brief stay, and finally moved the offices to West Palm Beach. Bensel stayed with the company for forty-eight years and, with Jules M. Burgairers, pioneered the planting of sugarcane at Indiantown and the Everglades, taking a leading part in the drainage and water control programs. He brought the first blooded cattle into Martin County and established the old S. S. Ranch near Port Mayaca, building, in addition, the west section citrus area at the Loxahatchee. The original property is now broken up into a number of well established, private cattle ranches.

In 1905, the first large sale of land, by the company, east of Lake Okeechobee was to the St. Lucie Land Company, having sold the large eastern section in 1903 or 1904, the exact date is not certain. In 1925, an even larger section - one hundred thousand acres - was sold to the Seaboard Air Line Railroad which, in turn, sold ten thousand acres to Hearst columnist Arthur Brisbane. When the land boom broke, most of this property came back to Bensel's firm, which paid the overdue taxes, and carried one million acres through the depression years of 1930 to 1940.

Throughout the years, the Southern States Land and Timber Company was one of the biggest and most vocal boosters of Florida land, selling its last piece of Martin County property before 1950. But it will be remembered as having brought the first sugar men from Louisiana, the first timber men, and for being the first to introduce drainage experts into the area, in an effort to solve water control problems.

PORT SALERNO

(The following "pioneers" contributed their time, energy, and information to this project in May 1973. Mrs. Jennie Johnston Baldwin, from Prince Edward Island, Canada – 1913; Mrs. Melissa Church Blanton, from Perry, Vero, and Fort Pierce, Florida – 1918; Mrs. Grace DeLoach Lofland, from Jessup, Georgia – 1925; Mrs. Clara Arnold McCulley, from Fort Pierce, Florida – 1916; Mrs. Shelby McCulley, from Fort Pierce – 1912; Mrs. Rosa DeLoach Quigley, from Jessup, Georgia – 1923; Mrs. Genevieve McCallum Merritt, from Minneapolis, Minnesota – 1911; Mr. and Mrs. Jack Saunderson, from New Jersey – 1935; Mrs. Donovan Smith, from Caro, Georgia – 1925; Mr. and Mrs. J. P. Wilbar, from Harrisburg, Pennsylvania, and Fort Pierce – 1925; Mrs. James Rema Whittle, from Madison County, Florida – 1924; Mr. and Mrs. J. H. Whitfield, from Massachusetts and New Hampshire; and Mark Witham, from Stuart – 1917.) M. P.

Almost no one was living in Port Salerno until 1910 except for a few fishermen who made it their headquarters. The McCallum family came from Minneapolis in 1911 to start a citrus grove and do some truck farming. The McCulleys came in 1912. The little fishing settlement was a flag stop, named "Alicia" by Henry M. Flagler, when he ran his railroad south to West Palm Beach, thus honoring his second wife, Ida Alice Shourds, for whom he had also named his private railroad car.

In 1910, Benjamin Mulford, of Minneapolis, bought the southern half of the Hanson Grant, called it "St. Lucie Inlet Farms," and sold it in ten-acre sections to people all over the country. He "gave" one town lot with each farm purchased, having cut and paved streets and measured off city blocks for the urban development he planned. "Our fishing grounds are the most noted along the entire Atlantic coast," his literature mentioned, bolstering sales of the farms which were "separated from the Everglades by a watershed, located in the valley of the St. Lucie River. Small creeks give a fine system of natural drainage...home of the grapefruit, pineapple, orange, and the big money crops of South Florida."

"The St. Lucie Inlet," he explained, "is the location of the *deep water harbor* for which one hundred thousand dollars has already been appropriated by the United States government and another hundred thousand

dollars is pending." "Salerno," he assured prospects, "is destined to be the tide-water terminal of several railways from the West Coast and the great Lake Okeechobee district. Salerno is bound to be the eastern end of a ship canal recommended by the United States government engineers, connecting the East and West Coasts and passing through Lake Okeechobee."

Mulford's plan of development was similar to that used by C. C. Chillingworth, who was selling ten-acre farms, each with a city lot, across the South Fork in Palm City. Each sent high-powered salesmen into every state in the union and to certain foreign countries to find buyers for the Florida land.

One of these salesmen went to Charlottetown, Prince Edward Island – the Delaware of Canadian provinces – and one purchaser of a St. Lucie Inlet farm was the father of Mrs. Jennie Johnston Baldwin, who is living again in the town where she grew up before she married and moved to Philadelphia.

Another Minnesotan who came was E. G. Bassett of St. Paul, who had been a chemist with the Parke-Davis Pharmaceutical Company. A group of professional men, interested in about one hundred acres of orange groves, engaged Bassett as resident manager to develop what became the Alta Fruit Company, named for Mrs. Bassett.

By 1915, other families had settled, raising flowers, vegetables, or citrus fruit on their farms. Among the names were Backus, Dodge, Limage, Nissen, Fox, and Shelton. Mr. and Mrs. Jack H. Whitfield had been married five months when they came there – he from Massachusetts and she from New Hampshire.

The Limages had thirty acres on the South Fork, ten for a citrus grove, the rest for truck farming and chickens. On Saturdays they would hitch a horse to a wagon and go to Stuart to sell what they had raised and buy the provisions they needed.

E. A. Fuge had a ten-acre grove and later, in the twenties, he and his son, Percy, were in the Stuart Bank where the Ding How Restaurant is now. Daughter Alfreda Fuge married Leeson Hogarth.

The J. M. Fox family came from Kentucky, and their daughter Maude married J. B. Shelton (also from Kentucky), who was a truck farmer. Later they moved into town and Shelton was in the fish business.

W. H. Earle, from Kentucky, worked as a meat cutter for Walter Kitching in Stuart. Later, he owned a grocery store, where P. O. Smith's grocery is now, and in 1913, his wife was Salerno's Postmaster. He married Mrs. Shelby McCulley, who, with her son, Shelby, came from Fort Pierce to Salerno in 1912. They had two children, Wallace and Edith Earle.

The Merritts came with their three sons – Warren, Bill, and Ralph. They didn't stay long but the boys remained. Warren married the McCallums' only child, Genevieve, and Ralph married Frieda Bentel, whose father had the first bakery in Stuart.

On Location

In September 1966, part of a motion picture based on the book Gentle

Ben was filmed in Salerno by the Ivan Tors Studio. The name of the film was later changed to Gentle Giant.

The stars were Dennis Weaver, the father, Vera Miles, the mother, Clint Howard, the young son; Ralph Meeker, Huntz Hall (former Deadend Kid), and Clint Howard's father were the villains. Many local people served as extras.

Phil's Boat Yard and Fowler Fish Company facilities were changed to the McDonaugh Fish Company for the picture. The Clayon-Mooney house on Bayview Avenue was the home of Dennis Weaver and family. The Kline house, across the street from Allman's Fish House, was the home of the villain, Ralph Meeker. This house has since burned down. P. O. Smith's Grocery on AIA was made into a bar for the occasion. The remainder of the film was shot in Miami, Palm Beach County, and the Everglades. There is no mention of Salerno as a shooting site in the credits.

Town

When the railroad came through the town, Henry Flagler named the railroad station "Alicia," which was his second wife's name, and the name of his railroad car. The station was a flag stop at this time. Later, the name was changed to Aberdeen.

When Benjamin Mulford came, he renamed the town Mulford. But it seems that a woman passenger once was let off the train here instead of at *Fulford*, which was near Fort Lauderdale. Getting off the train in the middle of the night, she was attacked by mosquitoes and sandflies. She sued the railroad so the name was changed to Salerno. This was 1913.

Fishing Business

By 1919, there were seven wholesale saltwater fish houses; the inlet in St. Lucie County had filled in, so Fort Pierce people built their fish houses here. A few boats could land on the beach in Fort Pierce – they were Sea Bright Sea Skiffs, built in New Jersey. They were built with a rocker in the bottom for landing on the beach to unload fish.

Most boats came to Salerno from Vero and Fort Pierce, and at this time between three hundred and four hundred fishermen fished out of Salerno in winter.

When the inlet in Fort Pierce was dug, their boats stayed in Fort Pierce. Today, there are only three fish houses here: Allman's, Crane's, and Stiller's.

The St. Lucie Harbor Inlet is located on the east side of Rocky Point, just inside the St. Lucie Inlet. At this point, the Indian River, the St. Lucie River, the Intracoastal Waterway, Manatee Bay, and the cross-state St. Lucie Canal meet to flow through the St. Lucie Inlet into the Atlantic Ocean. Land at the harbor has an elevation of seventeen feet at Kubin Avenue and slopes gently to an eight-foot elevation at the Park.

In Harbors of the South, a booklet published by the Gulf Oil Corpor-

ation, Gulf Refining Company, probably in the forties, we read:

Population 500. Highway No. 140 to Stuart. Bus and railroad connections.

Stores and Amusements. One block to stores, five miles to movies in Stuart. Fine salt and fresh water fishing. Deep sea fishing for sail, king, tarpon, etc. Charter boats from the Gulf Dock. Tennis and golf nearby.

Gulf Dock. Located at head of harbor (Manatee Creek) off Intracoastal Waterway. Yachts 50 feet in length and 4½ foot draft can use the dock. Electricity, 'phone, toilet, and other conveniences for visiting yachts.

Public Dock. While there is a public dock about half a mile north of the Gulf Dock, yachts prefer the Gulf Dock because of its conveniences.

Facilities. Toley's Boat Yard can haul yachts 45 feet in length and 4½ foot draft for all repair work. Fully equipped machine shop. Repairs made to gasoline and Diesel engines. Agency for Lycoming engines and Columbia and Federal Mogul wheels. Stocks of hardware and fittings, paint, etc. Charts procurable from West Palm Beach.

Port Salerno Fishermen

Port Salerno, the sleepy village south of Stuart and north of Hobe Sound, can boast of having some of the more colorful fishermen on Florida's east coast.

Carle Hazen, veteran Port Salerno squidder, was one of the best, along with Blueberry Pete, who, when he tired of the hazards of fishing, would load up with an extra five gallons of gasoline and announce, "I'm going east." He headed due east one day out of the inlet and was never heard of again. Fred Gabby, another rugged individualist, was for many years "high-hooker" for blue fish, getting three hundred to four hundred pounds a day. Jerry Lynn was not only a good commercial fisherman but earned the reputation of being "the only man who could start a balky engine by swearing at it." Tom Hensen was top New Jersey squidder from the Barnegat Fleet (in the Barnegat Bay area) from 1908 to 1910. What he didn't know about squid fishing wasn't worth knowing.

Squidding is an art now largely forgotten. The accomplished squidder is loaded with tricks on how to increase the catch by changing the length of the line, and skills in hauling, but he is not obliged to let anyone know how it's done.

Commercial fishing was declining back in 1964, according to Hazen, because of cheap foreign imports, and it is still difficult for the real sea-dog commercial fisherman to make a fair living from the sea. Carle Hazen died in December, 1972.

Organized Fishermen of Florida

This organization was conceived and organized by a woman, Mrs. Jimmie Robinson, of Everglades. The Everglades Chapter was established in 1967, for the primary purpose of stopping purse seining. Purse seining is a "big business" type of fishing with huge boats and nets. One purse seiner

can catch as many fish as fifty individual, independent fishermen. It is illegal and a damage to the ecology, even though it was being practiced in the Everglades area at the time the OFF was organized. The OFF, numerically, is the largest fishing organization in the United States.

The Port Salerno Chapter was the second chapter to be organized in the state, in 1968. It is still the only one that owns property and has its own facilities. The OFF has its own meeting hall on 11th Street in Port Salerno. All meetings, including those of its very active Ladies' Auxiliary, are held there. It is also widely used by other organizations in the community at no cost.

The Chapter donates in excess of 5,000 pounds of fish per year to civic clubs in the area for their charitable dinners and fish fries. It also sponsors teams in the local Youth Athletic Program (both baseball and football), and their trophies are on display in the meeting room of the building. They take great pride in these young men whose teams are

managed and coached by local fishermen.

The first officers of the Port Salerno Chapter of OFF were: president,
Louis Jacobs; vice-president, Bobby Crane; secretary, Fred Garlick;
treasurer, Donald Rose; sergeant-at-arms, Bobby Thompson; recording
secretary, Mrs. Hettie Conine. Bobby Thompson holds the position of
third vice-president in the State organization.

Shark Industry

Charles L. Mooney was the first man here to fish for sharks. Shark Industries, Inc. began in 1934, with one boat and an open air shed. Charles L. Mooney with his brother, George Mooney, began catching sharks only for hides, fins, and livers. Arthur Thompson worked in the shark house with them. The Ocean Leather Company in Newark, New Jersey, bought the sharkskins, and fins were sent to San Francisco.

In the late 1930s, the business was sold to the Borden Company and Robert M. French, Sr., of Miami, headed the firm. Mr. Mooney stayed on as manager of the plant in Salerno. In the late 1940s a hurricane did extensive damage, but the factory was rebuilt, and closed April 30, 1950.

The shark carcasses were turned into meal and mixed with feed for hogs. It was also sometimes used for fertilizer. The low grade shark oil was sold for \$500 for a 55-gallon drum and was sent to feed companies to be mixed in feed for chickens and livestock. The high-potency oil was sent to drug companies for making vitamin capsules. The price for this was \$250 for ten quarts.

Many people who worked in the shark industry claimed that working with the high-potency oil lowered their susceptibility to colds. Those who took the vitamins noticed an improvement in their eyesight. During the war, Uncle Sam bought quantities of Vitamin A for the service men. Much of it would be given to the night fliers a few minutes before they took off on a flight, and they could see a great deal better in the dark.

After the war, the Government cut back on its purchases of Vitamin A.

Shark oil was a natural vitamin. Many plants sprang up around the country producing synthetic vitamin A, and the Japanese began producing shark oil so cheaply that it was not profitable for the Borden Company to continue. Borden also used shark oil to fortify its milk products.

An average of one hundred fifty to two hundred sharks were caught each week. During World War II years, fishing hours were curtailed and

night fishing was stopped altogether.

Mrs. Mooney specialized in making jewelry from the eyes of the sharks. Mrs. Bertha Colvin, of Chicago, made an eye lotion of which she read in a book of ancient cures. The raw material was obtained from vegetable eating sharks.

Shark Industries, Inc. was forced out of business by Cuban competition. The shark factory, what was left of it, was burned by the Port Salerno Volunteer Firemen at seven-thirty in the evening, Friday, June 15, 1962, at the request of the owner.

Post Office

In 1912, E. J. Ricou (Stuart) had a fish business in Salerno. He had an office and shipping place by the railroad tracks. He started to ship fish, but had a problem because there was no Post Office for his receipts to come back to. The town had no name. Captain Hugh Willoughby (Port Sewall) had a big sailboat and had sailed it around the world. He and Ricou were discussing all of these problems when Willoughby said that Salerno, Italy, was a pretty harbor with waterways reminding him of this place. They decided to name the town Salerno. Ricou and Willoughby got in touch with their representative in Congress and they got the Post Office Department in Washington to give the Post Office the name of Salerno.

The first Post Office building was built by a few early settlers who got together, put up a little money, and built a building which was called a cooperative grocery store. The first Post Office was in that store, on Seminole Street, about a half block west of Railroad Avenue. Clarke's Grocery was in the two-story house across the street (known as the Big

Beaver house, now owned by Varnadore's).

List of Postmasters – Salerno and Port Salerno: J. L. Kishpaugh, 1912; Mrs. Annie C. Earle, 1920 to 1927; J. P. Wilbar, 1926; Mrs. Alice Young (Acting); Mrs. Jennie Wilbar; Dr. Abbot Morton; Mrs. John Moore (Acting), 1935; Frank Kerns, 1935; Mrs. Gertrude Whitfield, 1936 to 1956; Kitty Remi (Acting); Mrs. Melissa Blanton (Acting), and Mrs. Marie Stanger, 1958– .

On August 28, 1912, Mr. and Mrs. W. H. Earle and Shelby McCulley, Mrs. Earle's son, came to Salerno from Graham, Kentucky. Morris Fox lived about two-and-a-half miles west of Salerno on South County Road, then just a graded trail. They lived in a tent until they could go to Fort Pierce by train to buy some lumber. The lumber was shipped by train, then hauled to their property north of Morris Fox's, between Foxs' and McCallums'. They built a sixteen by sixteen-foot house.

They cleared the land by digging the trees with a shovel, then chopping the roots with an ax. They grubbed up the palmettos with a grubbing hoe. They dug holes three feet across down to the hard pan, then filled them with top soil. Mr. Earle went to West Palm Beach and bought forty-nine grapefruit trees, and one orange tree, and planted the trees in the places that had been prepared. They had to pump and carry water by hand to water the trees every day.

St. Lucie Avenue was just a trail – no grade at all. You couldn't come into town dry-footed any day in the year. A building beside the railroad contained the Post Office, a grocery store operated by J. L. Kishpaugh; also a fish barrel storehouse, and a platform to load the fish onto the train.

There was a tram track from the railroad between what is now the new Post Office and the row of buildings south of it. It went by the ice plant, which made only fifteen tons of ice a day; then on to R. R. Ricou's fish house. The tram was used to haul fish to the railroad. It had a boat motor in the middle and would hold three barrels of fish on each end. Sometimes the motor would not start, and some of the men would have to push the tram from the fish house to the railroad.

In 1919, Shelby McCulley and Wade Earle bought the grocery store from Mr. Smith. Mrs. Earle became Postmaster soon after her husband

bought the store. The Post Office was in the store.

The Ed Arnold family – wife Clara, Edson, Calvin, Bill, and later Early, moved to Salerno in 1915. They lived in a houseboat and located on an island in the St. Lucie Inlet, just west of the south point of the Inlet, known to old-timers as Amold's Island. The children came to school in a row boat, a motor boat, or a sailboat, made from a dory that washed up on the beach. During the first World War, when the "flu" epidemic was so bad, Mr. Arnold would not let his children come to the school or to town – none of them had "flu."

An old saying was that every time Ed Arnold had a new baby, he threw it overboard. If it swam he pulled it out. So far they all had swum. The

children could all sail, or run a powerboat.

During the first World War, Mr. Arnold built a new houseboat. Part of the frame of the boat was from timber that had come ashore from wrecked ships. They later left the island and moved into Manatee Pocket, tied the houseboat up just south of Pirate's Cove, near the little park.

Clara planted the first pine trees on the island. There was one Australian pine on the South point; now it is a wilderness of pines. The island is not the way it was...sand has been pumped on it from deepening the channel.

During all the rain in 1923, they were tied up at the A1A Road Bridge just beyond Pendora's Restaurant. The water did not affect them and the boat rose and lowered with the tide. During the hurricanes, they moved the houseboat over on the east shore of the Manatee Pocket, which was once lined with mango trees. The winds did not damage the boat, the trees protected it. Clara married Shelby McCulley in 1927 and moved to the dairy farm he owned west of Salerno.

By Margaret Peterson

Port Salerno Volunteer Fire Department

The Fire Department was a spin-off from the Civic Association, as was initiation of garbage collection. In 1949 or 1950, the Civic Association decided the town needed fire protection. The Association wanted to help

but not be directly responsible for a fire department.

The first small fire department building was erected next to the Gulf service station. They collected a little money for materials and Jack Saunderson borrowed \$2,000, personally, to buy materials. The building was built with volunteer labor. Many people participated in the work, including Chet Homan, who was the first Fire Chief, Jack Saunderson, Bobby Thompson, Chink Stiller, Jacob DeLoach, Frank Heagy, Eugene Smith, Jim Gaughan, George Osborn, and Ed Brown.

The County Commission gave the department a small fire truck in 1951, and, when it was delivered, there was a parade through town so all could see it. The building was so small that the truck had to be moved out

to provide space when the department held a meeting.

In about 1959 or 1960, the original building was torn down, and the county assisted financially in building the first part of the structure as it now stands. The department has been expanded since that time. The building is now large enough to house nine fire trucks. The north end is used for meetings and fish fries, since it contains kitchen facilities.

In 1965, the Fire Department made arrangements to buy land from Phronie Vanadore Gullett, Lots 4, 5, 6, and 9, Block 62, which included most of the block, for \$13,500. There were two buildings on the property which were torn down. This mortgage was paid off in 1968, with money derived from fund drives, fish fries, car raffles, and the like.

The Fire Department was first incorporated June 12, 1956, as S.A.V.E. – Salerno Area Volunteer Engine Company. It is now in the process of being

changed to Port Salerno Volunteer Fire Department.

Salerno's was the first radio-equipped fire department, the radio equipment being donated to the department by Mr. Finch, who owns Pendora's Restaurant.

By Jack Saunderson

Parks

There are two public parks in Salerno. One is behind the Fire Department and Gulf service station, at the corner of Bayview Avenue and May Place. It has a small amount of playground equipment in it. Frank Chandler, one-time mayor, had a small real estate office on the site in years past. Mrs. Chandler planted and cared for many of the trees and shrubs found in the park.

The other park is between Pirates' Cove and the fishermen's net racks. It has been the scene of church dinners, fund-raising fish fries, and Easter egg hunts. In the late 1930s or early 1940s, Mrs. Chandler sponsored an

Easter egg hunt every year.

Both of these parks have, from time to time, been called "Chandler Park."

Robert Benjamin Smith lived in Salerno from 1916 to 1920. His father had a health problem, so decided to leave the north and come to Salerno where he had bought some property. They rented rooms from the Clarks for a week to ten days and then found that the building next to Young's store (later the Post Office) was vacant, so they lived there for three months until their house on Rocky Point was built. The house was built on 1st Street, Salerno Shores, at about where the condominiums are now. It was behind the Salerno Inn. Del Statts built the house.

Benjamin W. Mulford built a store for Mr. Smith on a year's lease. It was thirty-four feet in front and twenty feet deep. They sold groceries, fresh meat, boat hardware, medicines, and such. His mother baked and sold doughnuts, pies, and other baked goods. Robert Smith, a boy at the time, had to haul ice from Ricou's ice station in Stuart and hoist it to the top of their ice house to keep the meat cool. Walter Peterson owned a Maxwell truck and hauled ice for the fish house and store by way of a ferry (by the Youth Center in Stuart) to the ice plant close to the railroad bridge, where Lydia Boats is now. The ice was hauled up a narrow gauge track by Young's Store in Salerno.

There was a sawmill just north of Cove Road. Elwin Coutant had a garage with Toley and his boat yard. It was a steel quonset hut structure. Coutant repaired cars. Mr. Mulford had an Owen Magnet car, which was one of three in Florida at the time.

Blacks gathered in front of Smith's Store. The farmers would come in to shop and did not like this, so the farmers brought guns and told the blacks to leave.

Mr. Smith sold the store in 1920 to Mr. Earle, and went back north.

In the deluge of September 1924, when it rained for four days and four nights and thirty-six inches of water fell in thirty-six hours, Port Salerno suffered greatly. Main streets were under water, and the old Hospital ground was so flooded that doctors came and went by boat.

Salerno Civic Center

After a hurricane in 1947, the town was a shambles. Fallen limbs littered the area. A group of people decided to clean up the debris after work and on weekends. It was such a nice working group that they decided to form an association and keep the spirit going.

The first meeting was held in Charles Conrad's garage on Salerno Shores. After that, meetings were held in the elementary school until the building was completed in 1948. Permission was given to build on the site originally donated by Benjamin Mulford, where the first Community Council Building had been.

They received donations, held fund-raising activities, and donated time and labor toward the construction of the building. The air conditioning and cook house for barbecues were added later. It was originally planned to add two more sections to form a horseshoe arrangement, with a pool and patio in the center. These two sections have not been built.

The first officers were, Charles Conrad, president, Chet Homan, vicepresident, Jack Saunderson, vice-president, Lois Saunderson, secretary, W. D. Blanton, treasurer, and Gladys Perry, publicity.

RIO

Rio may not be large, but it is certainly entitled to its own page in the history of Martin County.

Long before the first settlers came to Rio in 1893, before T. S. De Steuben and Ed Glutsch, Rio had its history. Between 1562 and 1574 Florida was under Spanish control, in the name of Conquistador Pedro Menéndez de Aviles, who took up residence in the area we now call Rio.

Menéndez, feeling the need of protection from the Ays Indians, had two fortifications erected at strategic points. The first or more important one, Ays Fort, was located at either Sewall's Point tip, or McCoy Point, thought to be the southernmost tip of Hutchinson Island. The second short-lived fort was known as Rio Santa Lucea Settlement, overlooking the St. Lucie River. There is some controversy over the exact location, but Roberts's 1763 History of Florida places the settlement in and around Mount Elizabeth (the Ralph Evinrude estate) and called "Rio de St. Lucia Settlement." Again, this pinpoints the area as present day Rio.

Short-lived as it was, it has held on to the Rio part of its name, largely because of research done by the early settlers who were curious about the

name given to it and so called by the Indians.

Menéndez, who mentions Gilbert's Bar as the site of his coastal defense "against Indians, Pirates, and Invaders," left for Cuba shortly after establishing his fort-settlement, feeling that all was secure; but upon his return he found that the Ays had razed both settlements. All that remained was ashes, upon which he never rebuilt.

The area today lies approximately between the Jensen Bowling Lanes and radio station WSTU, with beautiful homes along the St. Lucie waterfront. It comprises a number of businesses, small and large, its own Volunteer Fire Department, and a Civic Center. Two large condominiums have taken advantage of its quiet beauty midway up the river at Warner Creek. Its plans for further development and incorporation are subjects being studied seriously by its residents at this writing.

STUART 1880-1920

With the increase of traffic on the Indian River and the arrival of the first settlers at Walton, Eden, Ankona, Jensen, and Waveland, the

fertile tropical paradise now known as Martin County blossomed into eight distinct communities, Jensen Beach, Indiantown, Hobe Sound, Palm City, Stuart, Rio, Salerno, and Port Mayaca. Stuart became the county seat on May 29, 1925.

Hubert Wilbur Bessey, a native of Medina County, Ohio, who sailed down the Indian River in 1880 with his brother Willis, is considered to be the first real settler in Potsdam, later Stuart. His homestead riverfront property, known as the Bessey Addition and now Shepard's Park, extended along Frazier Creek west of the Stuart Chamber of Commerce at Federal Highway on West Ocean Boulevard.

Bessey was one of the early pineapple planters, although he is best remembered as an excellent boat and house builder, and as one of the Keepers of the House of Refuge on Hutchinson Island. Some of his boats were prize-winners that skimmed across the clear blue waters of the Indian River during the annual Titusville Yacht Regatta.

In spite of snakes, wild turkeys, Indians, bears, deer, masses of mosquitoes, millions of sand flies, no roads, no bridges, no schools, there was marvelous soil, along beautiful waterways, stupendous fishing, and the prospect of becoming an overnight millionaire citrus grower.

In 1883, Walter Kitching sailed down the Indian River with three months' provisions to look over the area. It wasn't long before he found the St. Lucie River and chose a strip of land about a quarter of a mile on the river's edge, measuring some fifteen acres, which he promptly homesteaded at a total cost of \$18.75. On this land the original Kitching two-story frame house still stands – with Josephine Kitching Taylor occupying the house her father built next door when she married John E. Taylor.

In 1887, Kitching, keenly aware of the potential for growth of the area, especially along the Indian River, made an experimental trip on the river with S. F. Travis, a Cocoa merchant. Their sloop, the *Wave*, was loaded with every kind of merchandise and they called at every house along the way from Cocoa to Jupiter, showing their wares. The experiment proved so successful that a partnership was formed and the two-masted, fifty-six-foot long schooner *Merchant* was built to carry a good stock of clothing, piece goods, shoes, groceries, drugs, kerosene, and anything else either could think of. Later they added other items.

Unable to secure a district school for its growing children, because each settlement was required to have at least six children of school age before government money would be allocated for a district school, parents took the matter into their own capable hands. In 1892, led by Walter Kitching, Potsdam built its own schoolhouse on the riverbank, near the Riverview Apartments. Miss Kate Hamilton was hired as teacher and received a salary of forty dollars for the quarter ending in December of that year. The schoolhouse, moved many years ago, is now the living room of the Osceola Avenue home of Mr. and Mrs. Ernest F. Lyons.

In the fall of 1892, "Brother" Fred C. Blackburn, an ordained minister of the Methodist Church, South, began holding religious services in



Northeasterly Stuart, looking beyond to the ocean, about 1935. Palm Beach Road coming in to East 4th Street at lower right, Krueger Creek (center) and the airport (the present Snug Harbor area); Sewall's Point and Hutchinson Island in the distance.



Typical "ground breaking" ceremony for unidentified local development, circa 1925.



Stuart business sector, December 1930, with bandstand on site of present Pressel building.



The Coventry Hotel still stands – remodeled – on southeast corner of Colorado and Seminole Avenues.



Dr. Floyd B. Eurit and his son, Loris B. Eurit.





The Peacock Arcade building, erected in 1926, destroyed by fire in 1959, originally housed a large grocery store, restaurant, barber shop, and real estate offices downstairs, with professional offices and hotel rooms above.







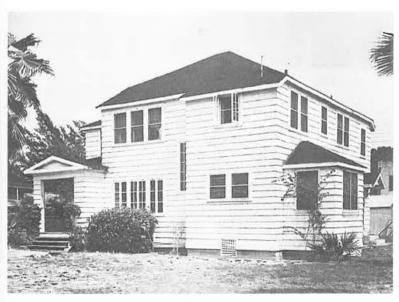
Looking north over the Roosevelt Bride when "The Big Hail" of February 10, 19 left from six to twelve inches of ice on Stuart streets, some stones reported to be the size of golf balls.

North end of Flagler Avenue adjoining Civic Center Park.

Seminole Avenue, showing north entrant to Post Office Arcade.



Senator A. O. Kanner addressing visitors at dedication of new Martin County Hospital. Left to right, Mrs. W. S. Barstow, Mrs. Verner Z. Reed, W. S. Barstow, Dr. W. L. Shackleford and Dr. F. K. Herpel of Good Samaritan Hospital, West Palm Beach, Dr. A. M. Sample, Fort Pierce, the Reverend W. C. France, P. P. deMoya, Joseph Verner Reed, M. R. Cartwright, superintendent, D. S. Hudson, Major C. D. S. Clarkson, and E. A. Menninger.



St. Lucie Sanitarium, first hospital, 5th Street and Cocoanut Road.

[270]



William Clark Shepard.



Mrs. William Clark Shepard on the steps that lead to where Shepard mansion once stood. (Nob.



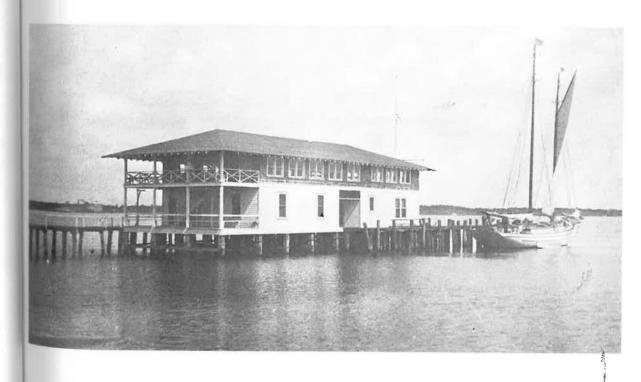
A 1933 hurricane ripped off third floor of building in background and dumped it on the News building (left) and the old Woman's Club structure (right), with extensive damage to both.



September, 1924, rainstorm floods hospital grounds (36 inches in 36 hours) necessitating boat travel for doctors and patients.



St. Lucie Yacht Club in the early 1920s, now the site of the Youth Center...and after it had been more than doubled in size. It was destroyed by the 1926 hurricane, and not rebuilt.





Casa Lumber Company, founded in 1925, by Lawrence Dorsey.



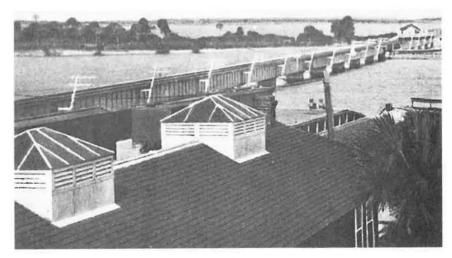
Woodmen Hall, built in 1914 at Akron and 3rd Street, is still standing.



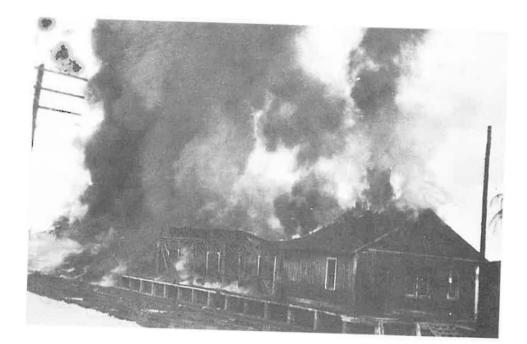
Riders on 1910 "Bicycle Trail" through piney woods where Albany Avenue meets the Federal Highway.



Railroad Avenue, downtown Stuart, in the 1890s. The George W. Parks building is now Stuart Feed Supply. At left, Stanley Kitching's dry goods store, and far right, the Post Office, erected by Broster Kitching.

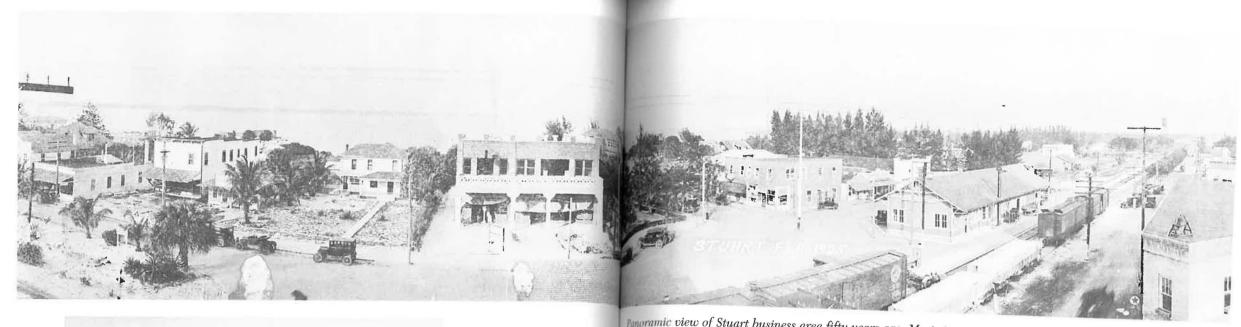


Railroad bridge across the St. Lucie, built by Henry Flagler. Note telegraph line poles attached to the span. At upper right, drawspan with bridgetender's house. Right center,





July 10, 1933, fire destroyed the 1913 Florida East Coast Railroad depot. New station built two blocks south, was demolished in March, 1966, after passenger service was discontinued.





One of the first business builds in Stuart was this two-story frame structure (above) erected Broster Kitching on Flagler Avenue. It housed the Post Of and he was postmaster from \$1913. The first Beyer's Restaurin Stuart (below) started busin 1923. Mrs L. M. Beyer (at front door) and her husband came to Palm City.

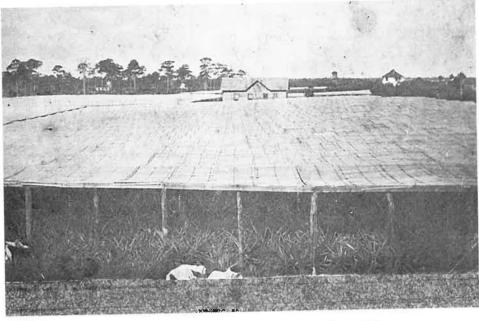


Famoramic view of Stuart business area fifty years ago. Most structures now gone, exceptions being the Feroe Building at right, and the "flatiron" building (now the Rowell Furniture Store) at extreme right.



Feroe Building, erected in 1913, a it appeared about 1920, with realty firm on corner, Swart Drug next, and bank on A lawyer, a civil ngineer, an abstract firm, a uneyor, and a realtor had apstairs offices in the flat-roofed Portion. The Feroe Building modeled, Stuart Post Office oplaces the realty firm a corner, with barred window dded in west wall. All Postairs window and wall signs " right) are gone, except he lawyer's.





Original home of Mr. and Mrs. Otto Stypmann as it appeared in 1900, showing protective sheds over pineapple fields.



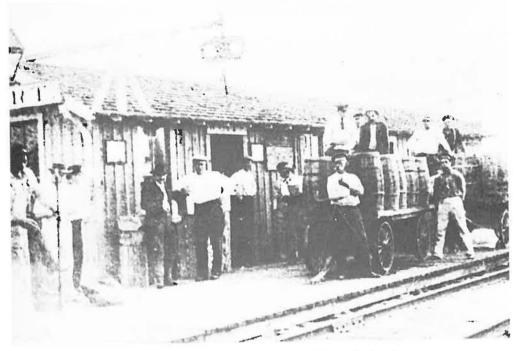
In 1908, Sam A. Matthews and Jack Spiers built the Schroeder riverfront home on Osceola Street.



The Danforth House, overlooking the St. Lucie River.



Original George Townsend Gosling house, built in the 1890s. Later owned by the J. P. Mendel family, then by the George Keith family until it was sold and razed in 1972.



Stuart railroad freight station, 1902, showing barrels of fish ready for shipment.



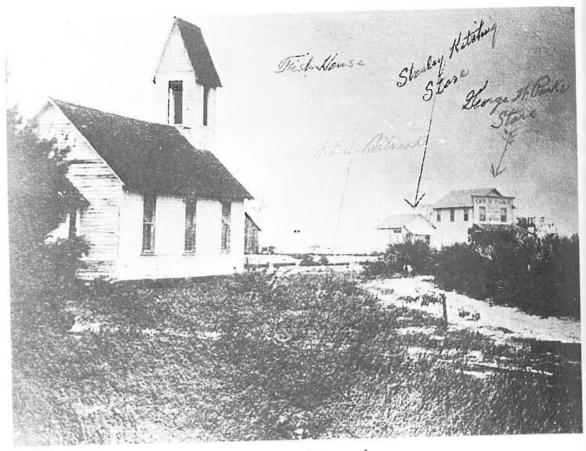
Walter Kitching's general merchandise store and F.E.C. freight station near the railroad bridge and ferry landing.



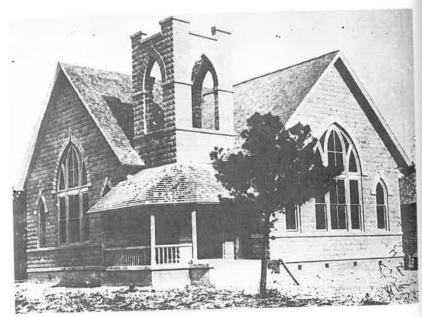
Charles D. Blakeslee's fish house near Civic Center Park.



Stanley Kitching's Flagler Avenue store, 1902, with area's first soda fountain.



First church, early fish house, the railroad, George Parks's general merchandise store, and Stanley Kitching's dry goods store, 1895.



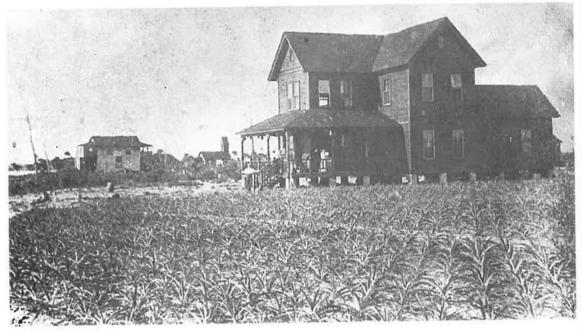
First Methodist Church, 1907, destroyed by fire in 1915.



Christian Endeavor meeting, 1912. Hall on Albany Avenue now an auto supply firm.



A Bible conference, 1911. The Reverend Neil McQuarrie in charge.



Home of Walter and Emma Kitching, 1894, first Stuart Post Office in background, pineapples in foreground.



M. R. Johns's pioneer home amid the pineapple fields on St. Lucie River.



Mrs. Sylvanus (Martha M.) Kitching.





Stuart Hotel, Albany Avenue at First Street, facing the railroad. Razed in 1970.



New Cadillac (1911) crossing the first concrete bridge over river, completed in 1918.



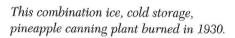
Stuart's first bakery, 1908.



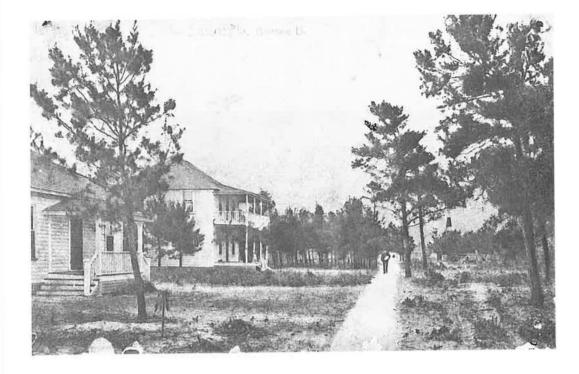
Little Dixie Cafeteria.

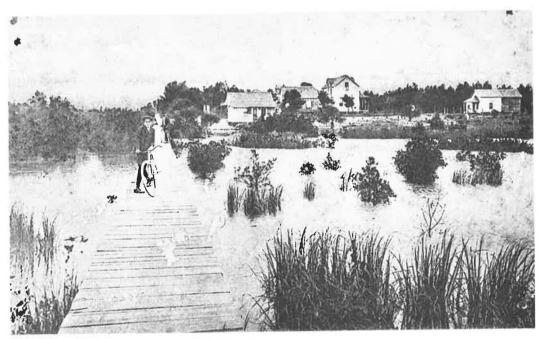


Picnic, south end of Hutchinson Island, 1927.









Looking north on Albany Avenue, originally Avenue D. Narrow wooden bridge over Frazier Creek.

Potsdam's schoolhouse once a month. Mr. Blackburn, born in England, apparently well educated, was well able to communicate with the pioneers, regardless of their respective dogmas. Thus began the development of the several Protestant denominations now represented in Martin County.

By 1894 Potsdam had ten families but did not have enough children to meet the district school requirement until 1896. However, within those two years, Walter Kitching became so frustrated with trying to get a school, and kicked up such a fuss, that in 1895 he resigned as Supervisor of Schools. Ruben Russell Frazier, another stalwart pioneer, was appointed to replace him.

By February of 1894, Henry M. Flagler's East Coast Railway was as far south as Fort Pierce, and he planned to extend it along the Indian River through Jensen Beach, on through Sewall's Point, then to build a bridge across the St. Lucie, to what is now Port Salerno, and so on to Palm Beach, where he had already built a luxury hotel. Running into opposition from pineapple growers who did not want railroad tracks through their plantations, and refused to sell him the rights of way he needed, Flagler faced a serious problem. Far-sighted Walter Kitching, with an eye to commercial improvement of his own property, was only too happy to solve this problem.

Owning property on the St. Lucie River including the area where the railway bridge now crosses the river (alongside the present Roosevelt Bridge), Kitching offered Flagler the right-of-way he needed, provided the railroad went through his property: "I offered the railroad \$200 in cash and all the land they required if they would give us a railroad dock and depot on this side. They accepted the land and built the dock."

[Allegedly, once the railway was completed as far as Jensen, building a bridge across the St. Lucie took a considerable length of time to complete. Transportation was not sufficient to bring the required material to the area as needed, so the contractors established a telegraph line from their headquarters at Jensen to the bridge, and put L. C. Stuart in charge of the office as the operator. Once the railroad bridge was completed, the name "Stuart" was used, allegedly, and what is now sometimes referred to as Goslingville, was originally known as Stuart. It had a store and the first established fish house south of Fort Pierce, built by J. L. Cleveland and James Ogletree.]

The first railway station was built on the north side of the St. Lucie River at Goslingville. By the turn of the century the station was moved to the south shore, at the end of Flagler Street, near the Coast Guard Auxiliary. The railway was so important to the area that there were stations in Stuart (Potsdam), Jensen, Rio (Rio had the water tower), Salerno, Fruita, Gomez, and Hobe Sound.

Not only did the railroad come through, but, with Potsdam growing, Walter Kitching retired his trade boat in 1896 (except for pleasure and fishing), and built the first general store in the town, where he sold everything the housewife needed, and plows, rakes, feed, and horse collars as well. This first store was a two-story frame building at the corner of Federal Highway and West Fourth Street. In 1912, John E. Taylor went to work for Kitching, married his daughter, Josephine, and both men continued at the store until 1921, when Kitching sold it to the Raulerson Grocery Company.

Soon after the arrival of the railroad, Henry Flagler was besieged with complaints over the habit of the fun-loving conductors who called out loudly as the train approached the station: "Pots-dam, Pots dam-pots-" much to the consternation and disapproval of the 1895 ladies. Three versions of the renaming of the town are told elsewhere. Thus it is true that when Walter Kitching opened his general store, it was in the town of Stuart. The change became official when he registered the new name with the postal authorities.

With the advent of the railway, the first telegraph office was opened, with W. F. Steever, then nineteen, coming to take over the new post after serving briefly in Jensen, while waiting. At that time, Potsdam was on the old International Ocean Telegraph Company line, leased to Western Union and operated by railroad telegraphers. It wasn't until 1925 that Western Union, itself, opened an office in Stuart, an office which, in 1973, was transferred to the camera and sporting goods establishment of Earl D. Ricou on Flagler Avenue.

In 1895, the Big Freeze virtually ruined the pineapple and citrus industry throughout the state; and although two years later some of the larger plantations were back in business, many of the small growers were completely wiped out, and either left the area for work elsewhere, or went to work for other growers with larger groves. Some started over again.

The freeze came in February, on Valentine's Day, bringing with it by ten o'clock a.m. twenty-eight degrees, sunshine, and high winds from the northwest. Every citrus tree from St. Augustine to the north side of the St. Lucie was destroyed – there was a single exception: the Erceldown Grove, protected by cabbage palms and hard hammock. The loss was about ninety-five percent in crops. Millions of fish were killed, all mangroves on the river side died within a matter of days. There was no such thing as Government compensation or Farmer Distress Loans. It made the later 1930-33 depression seem a minor hardship by comparison.

Although the Florida East Coast Railway, which depended so heavily on the transportation of the fruit, furnished free seeds to willing farmers, the big freeze was followed by a drought and many farmers just gave up.

In 1897, R. L. Beville arrived to be Stuart's first railroad agent, after the original little depot at Goslingville, or Wa-Wa, had been moved to the south side of the river.

Along the river on the Rio side, approaching by water, there appeared on the shoreline two small, reddish-yellow sand hills, one just east of radio station WSTU and the other, somewhat larger, approximately where the Sewall's Point peninsula begins its jut into the river. The larger hill has often been referred to as Mount Pisgah, and is supposedly where the pirate

Don Pedro Gilbert had his lookout.

These two hills were known as the One-Cent and the Two-Cent Hills, so named by the children in the early 1900s, because of their resemblance to copper pennies. The One-Cent Hill in Rio is now a subdivision, and the Two-Cent Hill is part of the Evinrude estate, where peacocks wander at will, casually stopping traffic as they cross the 707 highway edging their property.

It is said that in 1889, Theodore Touissant and his son Louis bought forty-eight acres along the St. Lucie River, having left Pottsville Borough, Pennsylvania, to establish a pineapple plantation in this area. They named their plantation, which included the two hills, Rebbesto, but later changed the name to Rio Vista Plantation. In the 1920s, when the land boom was over, Louis lost the property but was retained by the new owners to continue to care for the lovely gardens he had planted on the Two-Cent Hill. It remains a lovely garden to this day, and although few remember sailing across to the hills and swimming at their shoreline, both hills can still be seen from the river.

On August 27, 1897, the settlement on the south bank of the St. Lucie River became known officially as Potsdam. This area encompassed a small triangular tract of land west of the railroad tracks, north of 4th Street (now East Ocean Boulevard), east of Avenue "E" and the present United States Federal Highway.

The settlers picked their land as being most advantageous to the activity of their time, whether it was fishing, pineapples, farming, citrus groves, or ranching. The first homesteaders depended on the rivers for all transportation, for social visiting, and for the shipping of goods to markets. Everyone had a dock and a boat; few had horses and wagons before the roads came. The late comers had to settle for homestead property inland.

Front yards extended from house to river edge, and when a land-link was needed between neighbors, they began using their front yards, following along the river banks for walks and later for wagon trails. Back yards were never given up as they were usually planted. The trail cut across these front lawns extended from Fort Pierce to the tip of Sewall's Point, where Henry Sewall's home and dock were. Before long, this trail meandered down the peninsula, and veered off in a southerly and westerly direction, allowing Stuart and Jensen inhabitants the pleasure of visiting and communicating without having to row or sail. Most people rode horses or had some sort of wagon, and at least the rough rock trail made it a happier place for the womenfolk.

The right-of-way for a rock road was usually given when requested, if it was to be over the original wagon trail. When the rock road down the Indian River from Fort Pierce was paved, it was known as the Miamito-Montreal Highway, later the Dixie Highway, then State Road 4, and finally, this tree-lined, winding road became Indian River Drive.

When automobiles came, and more and more travelers were on their way, this was the road they followed. When the traveler needed to cross the

river, Mr. Kitching stood ready to ferry passengers and cars to the south Stuart shore.

When Henry Flagler was arranging to lay the tracks for his Florida East Coast Railway, it seems that Ruben Frazier's pineapple fields, needing attention and dock loading, as did those of Captain Bessey, and of Will and Harry Dyer, there was no alternative but for these settlers to give up part of their lands; so Colorado Avenue, East Ocean Boulevard, and Flagler Avenue came into being. Morris Johns, with his packing house there on the green where Stuart's Christmas tree stands, also needed a way of getting to and from his fields, so he gave up some of his property, and began using a pathway which O. K. Woods, Benjamin Parks, and James Pomeroy were using. This resulted in our getting an extension on East Ocean Boulevard and St. Lucie Boulevard. It's rather nice to know that our roads and streets were almost all originally the outlines of pineapple fields, and some were lines through the center. Many a family gave up the front yard to progress - roads - but reserved the riverfront or backyard for itself; many an old home is entered from the street through the kitchen to the living room and the front porch with a view - not very different from the plans that some of today's homes follow.

When the first train of the Florida East Coast Railway rumbled across the wooden trestle that spanned the St. Lucie River May 1, 1894, the residents and business people, alike, realized that this was the dawn of a new era – that before them lay a new way of life. Some felt that the end of paradise was at hand with the prospective opening of the area for freight and passengers – gone would be the quiet, self-contained, neighborly region. Others saw the advent of the railway as an answer to their financial prayers; still others saw it as an opportunity for a professional life (lawyers, doctors, dentists, the clergy), where before there had been very limited need.

The first train wrote *Finis* to frontier and pioneer life on the East Coast of Southern Florida. With regular schedules, the great northern and western markets were open and accessible by mail for trading with the settlers.

Montgomery Ward's catalogue appeared here in the early summer of 1894. Fresh meats, northern vegetables, and fruits, not seen here before, became staples. Ice was shipped in and with it came the first cold drinks...birch beer, root beer, and sarsaparilla. Medical and dental offices could be reached within three and one-half hours. Banking business could be completed in eleven hours.

Improvements and comforts in homes made rapid strides...mail, newspapers, and magazines from New York arrived in two days, instead of seven, and the telegraph connected Martin County with the whole world. Industry began looking about very carefully, and real estate was coming into its own.

The Stuart train station was of special interest. As well as being a lifeline, it was here that people gathered each evening to greet the train, the conductor, or any arriving visitor. The station, now demolished, was as much a part of the culture and entertainment for the pioneer as are

our present airports and television stations.

Most of the homesteaders came here unmarried, and depended on meeting young ladies who might be visiting their relatives, or perhaps sisters visiting their brothers. Occasionally, by waiting until groves and plantations were prospering, a neighbor's daughter would have turned sixteen or eighteen so that a marriage could take place in this jungle-riverwilderness-paradise.

There was plenty of time for meeting and courting as each settlement, although closely knit, would join for all-day picnics on Hutchinson Island, to swim and fish in the ocean. Or there were picnics on the bank of the St. Lucie in Palm City, along the Indian River in Jensen, Eden, and Walton. Dancing was a favorite pastime, with dances held in the big pineapple sheds. Good liquor was available through the rum runners, and in spite of the hardships, these early settlers enjoyed active, harmonious, sometimes exciting lives.

Boating, and travel by boat, was a necessity as much as a pleasure and a sport, and going long distances by water to church, to funerals, to fairs, and to dances was a part of local living.

At the turn of the century, the first baseball team was organized at Jensen Beach, some of the players coming from nearby communities. The team, pitching pineapples for practice, had the distinction of beating an undefeated traveling team from Cuba. Among its early players were Wheeler Coon, E. J. Ricou, E. L. Hosford, Kirt Williams, and Jim Baxter.

The annual Fair began in 1900, and Christmas was a time of joy and special observances. So with concerts, baseball, swimming, dancing, picnics, sailboat racing, tennis, and church socials, as well as fishing and hunting, there was much fun to balance the hard work of the early settlers.

Christmas in 80-degree temperatures could be just as exciting without ice and snow. By trial and error the settlers learned which of the pine trees were most suitable for their traditional Christmas trees. Being pragmatic, they had not packed the tree trimmings when they left the frozen north to journey south. The local pine trees had some decoration of their own in their cones, so with a bit of imaginations and a full spirit, lovely trees were fashioned for the Yule season. Decorations were all handmade: strips of multi-colored paper, looped together, formed rope chains to wind through the branches on which oranges were hung, as were homemade cookies and hickory nuts. For a tree-top ornament, an angel was fashioned by using a straight clothespin for the body, and golden silk tassels from ears of corn made the robe. No two dolls were alike, so varied were the imaginations of the pioneer women. Mr. Kitching's early "floating store" carried some ready-made Christmas items, such as red and green ropes. A special treat was to make popcorn strings for the tree. Lighted candles were fastened to extra wide branches, and the effect and spirit was the same as in the northern sections of this country, or Europe, from which

In 1905, all the Stuart land north of the St. Lucie River was part of the newly formed St. Lucie County, which had formerly been the southern end of Brevard County. Settlements being separated by miles of woodlands didn't prevent the pioneers from considering themselves one big, happy family. Everyone knew what everyone else was doing, how he felt, who was courting whom, which ones got drunk at the pineapple shed dance, who had a new dress, was pregnant, or was building a new pleasure boat. Is it any wonder the old timers preferred these days of hardship, engulfed as they were in the arms of neighborliness and friendship?

The first real drugstore was started in Stanley Kitching's little building north of the Feed Store. It is said to have developed from a sundries supply department in the original store that was patronized by the

Seminoles as well as by the pioneers.

On May 15, 1901, George W. Parks purchased property in downtown Stuart and built the landmark Feed Store, originally the George W. Parks Sr., Grocery and General Merchandise Store. It was from this store that

Parks first introduced Gulf oil products to local residents.

In 1905, Mrs. A. T. Hogarth formed the Soap Bubble Club in Stuart as a social organization with a vital functioning factor for the housewife. If a homemaker were unable to find the housekeeping item she wanted or needed, Mrs. Hogarth, through the club, which ran a mail order business, would go about securing the item. After orders were placed at the monthly meeting, the ladies, with their husbands, would retire to another room for refreshments. This way, the housewives got the long yearned-for pots, pans, mirrors, shoes, and so forth; Mrs. Hogarth received her gift for giving the party and selling; everyone had an enjoyable evening at no cost, if they did not purchase.

By 1905, there was some evidence of disorder in the location of streets which lay between farms, around pineapple plantations, in back of private homes, following the river and "progress." It was actually easier to deliver the mail by boat or to visit by boat; but "progress" was headed this way.

The first paved street, Fourth Street (now West and East Ocean Boulevard) started at the river's edge of the Hubert W. Bessey homestead property, extending east along the north R. R. Ricou property line, then east again along the Morris Johns land, dwindling to a one-lane rock path straight through the Albert Krueger property. Thus the planning of streets depended on the cooperation of land owners who weighed the plans carefully: should they allow a street to be cut straight through their fields or farms, or should they insist that the road go around the property?

Many a New England town has preserved marvelous old trees by having a road circle a particularly fine specimen; and the well known "bend" in New York City's Broadway at Tenth Street is there because crusty old Henry Brevoort refused to allow the British to disturb a tree on his property where they proposed to cut a road through. One must remember that the early settlers, who came here from developed and progressive areas, knew well the value and hazards of planning roads. Stuart's "Confusion Corner," where East Ocean Boulevard crosses Colorado Avenue, with the railroad tracks intersecting, is a classic example.

The Mid Rivers Country Club, on Sewall's Point peninsula at Waveland, opened its door on April 13, 1909, with a charter membership of forty, drawn from Fort Pierce and the local communities. It had a \$7000 clubhouse, a tennis court was built, and piers went out into both rivers. A billiard table was installed, also several pool tables, a bowling alley, and, of course, a piano. Expansion plans called for a golf course, a baseball diamond, a skating rink, and a trap-shooting range, with bath houses on both rivers. These plans were never realized, but the club proper was used to great advantage.

Still standing on Akron Avenue, opposite the Rowell Building, is the old K. H. Bentel Bakery and Confectionery Store. Karl Herman Bentel left Germany in 1908 to escape the army conscription, came to Stuart, and built the first bakery. Before he died, in 1921, Bentel served three terms as Palm Beach Commissioner, 1910-1916. The bakery continued under his step-son, Lawson Zeigler, and in 1928 the business folded with the banks.

We know there was an active Mozart Club, a Christian Endeavor, an Epworth League, and more; but no actual records have been found to offer

more than the mention of their existence.

Dances were usually held in the Orville K. Woods pineapple shed, located in the proximity of what is now Snug Harbor. Swimming parties were favorites with young and old, and we're told took place at the drop of

a hat - in the rivers, in the creeks, and in the ocean.

The Palm Beach Annual Fair was one of the highlights of the season in 1910. With only a rock road that horse and buggy could not travel, everyone went to the fair by boat. Shortly after the big Fair, the Reverend Neil McQuarrie's "Gospel Navy" got people out when he began his tent revival meetings on the mainland. The Mozart Music Club gave inspiring concerts at Woodmen's Hall, at the Woman's Club, and in the Park. The first Lyric Theater opened, bringing live entertainment and lectures, as well as the first motion pictures.

Before the automobile became a necessary household appliance, when the Stuart High School had ninety-four students under Mr. Geiger's care, the end-of-the-year treat was an auto ride from the school to Sewall's Point and back, topped off with delicious homemade refreshments.

The annual New Year's Day Palm City picnic set the style for picnics in other areas; and, of course, picnics at the pavilion on Hutchinson Island, south of the House of Refuge, were famous.

The Mozart Club held concerts each Sunday in downtown Stuart, in the vacant lot between Osceola Avenue and Flagler Street. The stores

just north of the Dehon Building occupy the concert area now.

It was in 1911 that the famous Ashley Gang began its career of bank robbery and rum-running. It seems to have started with the alleged killing of a Seminole Indian by John Ashley. The gang terrorized the area north and south of Martin County until 1924 when the last members – including John – were killed in a final shoot-out with law enforcement officers.

Nineteen-twelve saw some of the worst financial failures since the

big freeze in 1895. One of the first was the large, palmetto-brush factory started in Palm City to make beaverboard from cabbage palm logs and paper from sawgrass. Next came the unnamed gentlemen who established a plant for manufacturing a medicinal product from Indian River seaweed

(manatee grass).

Then a group of investors put up \$300,000 for the Florida Freezer and Fertilizer Company, when it was thought that fertilizer could be made advantageously from the great schools of menhaden and other rough (trash) fish passing off the St. Lucie Inlet. R. A. Hammond and Harry Dutton, of Boston, were the principals in organizing the firm, whose plant extended three-hundred feet along the riverfront at WSTU. The building, a five-story wooden frame structure approximately one hundred feet square, had a one hundred fifty-foot one-story wing and a fifty-by-fifty foot brick engine room, in which the most expensive freezing and processing equipment available was installed. The plan was to make ice, freeze all edible fish for shipment, and process the trash and excess fish for fertilizer.

Within two weeks the venture was declared a complete failure, a failure blamed wholly on sharks, which simply, wanting food, tore into the expensive nets and ate all the fish, disrupted the boats, and scared the men

half to death.

In spite of failures, life was moving ahead. As more people came, the

community needs grew.

"Bank with the Bank of Stuart," was the slogan of Stuart's first bank, built in 1912 - long before the streets were paved. With a capital stock of \$15,000 the bank was organized in the summer of 1912 and opened for business in November, on the site of the "old" city hall. Walter Kitching was President; C. C. Chillingworth, Vice-President; A. R. Wallace, Cashier; George W. Parks, Stanley Kitching and E. A. Fuge, Directors. Harry C. Feroe donated the lot and S. A. Matthews was the contractor.

In 1913, the Feroe building, at Flagler and St. Lucie, immediately became the center of town, as it housed the new drugstore and the Stuart Post Office. Mrs. D. E. Wynne ran the stone (her husband was station agent), and E. J. Ricou was Postmaster. It was to this drugstore that the community converged while waiting for the evening train to arrive hopeful for a new face...a friend or a relative. This was both a nightly

adventure and an evening treat.

Stanley Kitching opened the first auto agency in 1912, selling Fords for the Barco Motor Company of West Palm Beach, but did not maintain a garage. Ernest Stypmann owned the first Ford car. Later a Ford Garage and Agency was opened by B. A. "Bert" Babcock in a triangular sheet metal building on Old Dixie Highway that started out as a blacksmith's shop and later became the Rowell Building.

By 1913, Stuart had grown from a little fishing and trading post into a thriving community of approximately seven hundred people with a twentyfive-room hotel - the St. Lucie, built by H. C. Feroe who hailed from Tivoli, New York. He also built a two-story frame building next to the Stuart Bank of which Walter Kitching was first president in 1912. Stuart had twenty to thirty feet of water in the St. Lucie River right to the Atlantic Ocean and it was felt that if, and when, the Government opened the St. Lucie Inlet, it would make a magnificent harbor and haven for large and small vessels. Once deep water was flowing across Gilbert's Bar, there would be easy communication with other seaports, and the ultimate in their vision was the opening of a direct waterway to cross Lake Okeechobee, and on to the Gulf of Mexico. This vision is now a dream come true.

As the area grew, the need for fire protection was apparent, and it was one of the items used in arguments in favor of incorporation. Stuart needed to become a city. Growing pains were hurting, as there were already three colonization projects in the vicinity doing quite well: Palm City Farms,

St. Lucie Inlet Farms, and Port Sewall.

The Stuart Department Store was founded on its present site by Stanley Kitching and Ben Eckess. Henry Sewall and Hugh Willoughby built the Sunrise Inn (now the Bay Harbor Club), and Will Stevens established what became the Stuart News.

The first printing plant, moved from its original location, still stands on Third Street, just west of the telephone exchange. For many years, it had served as an Episcopal Mission, then as a dance studio. Constructed by the pioneers, the first Methodist Church was attended by an inter-denominational congregation. It was the first church in Stuart.

In 1914, Harry Dyer established Dyer's Dry Goods, at the intersection

of Fourth Street and Colorado Avenue.

By 1914 Woodmen's Hall was a favorite community meeting place for all kinds of organizations. Margaret Frazier (Mrs. Ruben R. Frazier) became the first president of the newly formed Woman's Club...and the first proposal to open the St. Lucie Canal came up for serious discussion. Hugh Willoughby was racing speed boats on the river...and the first law officer, Walter Wrenn Ball, was killed in a gun battle in the line of duty.

On May 7, 1914, J. B. McDonald was elected mayor of the newly

incorporated town of Stuart, population seven hundred.

In June of 1914, the first auto accident took place when a Jacksonville drummer, C. H. Coldsmith, and his wife drove to the ferry landing. There the car stalled, and when ferryman C. D. Blakeslee and Coldsmith pushed the car aboard the ferry, the engine somehow started and the car went straight across the ferry into ten feet of water. A five dollar reward was offered immediately to anyone who could retrieve Mrs. Coldsmith's purse, which had gone into the river with the car. Young "Bert" Krueger retrieved the purse and got the five dollars.

In 1915, A. K. Wilson of Fort Pierce started the Stuart Messenger for

competition with the Stuart Times.

In 1915, the first Catholic Church was established. Stanley Kitching founded and became president of the Stuart Commercial Club, forerunner of the Chamber of Commerce, with George Backus as vice-president, and Hugh Willoughby imported the first tractor.

Music had first come to Stuart as far back as 1882, when Dr. William Baker placed a massive piano in the family residence in Waveland. From then on, there were singing groups, music and glee clubs, the popular Mozart Club, church musical programs, organ music, and, of course, other musical instruments as they and their players came to the area. Out of town musical events came to the Lyric Theater and the various clubhouses, and a bandstand was erected on the triangular plot in front of the Stuart Hotel, where it served as a platform for speakers and public forums.

Without a town band at the time, this, somehow, did not really seem unreasonable or impractical, because in 1915 Stuart's first seventeenmember band was organized with the blessing and financial backing of the Commercial Club. It was prominent in all community celebrations, with Miss Kate Sherwood and Mrs. I. T. Rembert often appearing as soloists. During World War I, with the loss of so many of its players, the band was discontinued, but reorganized in March 1920 by H. D. Worth, who brought with him to Stuart six band members of his own family.

After the band was formed, the need for a larger bandstand was clear, so a new one was constructed on Akron Avenue. Later, another was built at Woodlawn Park, south of Ulmer's Garage, with still another "uptown: at the Holleran Building."

Erected in 1913, the first Lyric Theater was on Osceola Avenue east

of the Dehon Building.

Mrs. Edward A. MacDowell, widow of the American composer, gave a concert at the Lyric in 1914, as did the Brazilian pianist Barcellos de Braga. In 1917, this building was abandoned and a new Lyric was built at the site of the present theater. At a cost of \$100,000, the present Lyric went up in 1926.

On New Year's Day, 1916, when most of the able-bodied men in town were attending a picnic in Palm City, fire broke out in the J. B. McDonald apartment house in downtown Stuart. It spread rapidly, igniting the Epworth League Hall, the McDonald residence, the Methodist Church, L. F. Geiger's Proprietary Drug Store, the Weil home, and Dr. Orrin P. Maxon's residence. It was recalled by old-timers as one of the worst fires.

Southern Utilities Company signed its first ten-year franchise with the Town of Stuart in 1916, when there were but five hundred residents in the community. The plant operated from six o'clock until midnight except on Tuesdays, when it began operations at one in the afternoon to allow ladies time for their weekly ironing, and so that Dr. H. H. Hipson, the visiting dentist, could operate his drill. The first electric power was supplied by steam turbines at the company's Flagler Avenue plant.

In 1916, with the coming of electricity - so closely guarded and sparingly used - Stuart had one huge, public, magical, lighted Christmas tree for all to enjoy, and around which they gathered to sing the familiar

hymns and carols.

Henry W. Savage arrived in town on April 29, 1916, with seventy-five motion picture people and set up headquarters at the St. Lucie Hotel. Then he let it be known that he was here to film a picture entitled "Westward Ho" This little deception was to keep other motion picture directors and film makers from knowing his real aim. He was actually filming "Robinson Crusoe," and felt the Stuart area would be the perfect setting.

As usual, extras were picked from local talent and filming went from Stuart west to Indiantown and south to Rocky Point. Mrs. Chesterman, who owned the Necessity Shop, loaned her tortoiseshell cat to the producers to be used as a pet for Robinson, but it ran away and the producer gave her Robinson's parrot in exchange. Mrs. Porter's dock was used for the opening scenes, and Caesar Dean, a local Bahamian, played Friday. The film was a great success and Stuart had a fine time.

In 1917, the Stuart Times was absorbed by the Fort Pierce paper,

leaving only the *Messenger*.

The St. Lucie River Yacht Club, on the riverfront in downtown Stuart, was a popular center for dances and social affairs from 1918 until it was destroyed in the hurricane of 1926. Located at the head of a dock reaching into the river north of the Stuart Youth Center (which was originally built in 1944 as a servicemen's club for World War II soldiers stationed in nearby Camp Murphy), the club and its dock furnished berths for visiting yachts, and headquarters for the owners, passengers, and crews.

The downstairs level was equipped with a kitchen and restrooms, and provided a spacious reception room with recreational facilities. The second floor, flooded by breezes from four directions, made it the most

fashionable place in town for entertaining.

Its membership was exclusive, listing, in the minutes of its first business meeting on January 11, 1918, "Commodore" Stanley Kitching as its first president, with such distinguished shipmates as: Fuge, Sutter, Bessey, Ruff, Cleveland, Spiers, Player, Glass, Christensen, McDonald, and Dawson attending.

In 1918, the Beyers, Charlie and Liz, opened their first restaurant in town, and have continued in the restaurant business until recently.

A. D. Fort was the first bridgetender on the St. Lucie Bridge in 1918. In 1919, the first American Legion Post was founded with veterans of the first World War...the Acacia Masonic Lodge moved from Jensen to Stuart...and Dr. J. A. Newnham founded the first really modern drugstore, while Bert Krueger was establishing an airline for passengers, freight, and mail.

The first bridge over the St. Lucie River, where the present Roosevelt Bridge is now, was constructed in 1919 by Evert P. Maule (Maule Industries today). Prior to this, most people walked across the railway bridge or drove their automobiles along the tracks. This new connecting link, which cost \$89,000 to build, consisted of a swing steel drawbridge, one hundred fifty-two feet overall, with two sixty-foot channel openings – an engineering feat in its day.

One thing almost as complicated as "Confusion Corner" has been the county lines and county seats for this area. Possibly this will clarify it:

Since 1821: St. Johns County, July 21, 1821 - December 29, 1824, County seat - St. Augustine; Mosquito County, December 29, 1824 - March 14, 1844, County seats - New Smyrna and Enterprise; St. Lucie County, March 14, 1844 January 6, 1855, County seat - Susannah (but nobody seems to know where that was); Brevard County, January 6, 1855 - December 8, 1866, County seats - Fort Pierce and Bassville; Dade County, December 8, 1866 - June 30, 1909, County seats - Juno and Miami; Palm Beach County, June 30, 1909 - August 4, 1925, County seat - West Palm Beach; Martin County, August 5, 1925, County seat - Stuart.

By Carolyn Pomeroy Ziemba

WHITE CITY

Sent by his paper to cover the Chicago World's Fair in 1893, a young Copenhagen reporter was so impressed by the Florida exhibit, manned by Louis Pio, Henry Flagler's immigration agent, that he was determined to establish a new Danish city or colony in the citrus belt. It was obvious to this young reporter that oranges, pineapples, and grapefruit were the way to millions of easy dollars – so then and there he planned his colony.

Making sure the colony would be in Flagler territory, Pio, two months after the closing of the Fair, announced the formation of a new, as yet unnamed, town to be settled by Danes at the head of the St. Lucie's North Fork. The settlers were to arrive as soon as the railroad reached Fort Pierce; and so they did – arriving – with all their worldly possessions, in the latter part of 1894 – to find an undisciplined jungle mudhole.

Colonel P. G. Meyer, a California land boomer, appeared unannounced and literally took over what was to be called White City, a settlement fifteen miles north of Stuart on the river and five miles south of Fort Pierce, named in honor of the Chicago World's Fair lights.

The Colonel was an old pro at promoting the growth and development of an area and it is suspected that he left California rather hurriedly when the land boom he was promoting collapsed in '94. Mr. Pio, an honest soul, appeared to be happy to have someone like the colonel to take charge and give the necessary impetus to sales and the promotion of the town.

Reported to be a man of wealth and influence, of far-seeing business acumen, the colonel was just the right man to plan and lay out a new town on this St. Lucie River bluff. He even suggested that the new town could become "the Tampa of the East Coast." The first building was erected in February and within a relatively short time the community of Danes reached five hundred people with twenty-five structures.

Within six weeks, the colonel had done so well that he was able to abscond with the White City Company funds, never to be heard of again, leaving a helpless, broke town behind him. Rumor has it that he picked the right moment to board a baggage car in the middle of the night, and one of Henry Flagler's trains whisked him unknowingly away to safety.

Worse was yet to come, as the approaching winter of 1895 was the year of the Big Freeze which all but wiped out Florida's agriculture. Feeling in

some way responsible, Henry Flagler set about trying to compensate by ordering a commissary opened at White City, granting a thirty dollar a month credit to every settler who had not already left the area disillusioned with American business practices. Flagler continued his generosity for two years, until the settlers were each indebted to him for as much as \$2,000. In the end, Flagler gave up trying to get the principal back and allowed the debtors to repay only the interest on the loans by working on the roads. A more discouraged, disillusioned lot of men, women, and children could not be found elsewhere in sunny, healthy, happy, growing, booming Florida.

Louis Pio, who seemed to feel personally responsible for bringing the Danes into this area, died two months after Colonel Meyer fled with the funds. Himself a member of a prominent Danish family, he had been exiled in 1872 as a revolutionary, and this experience in '94 was too much. The cause of death – shock, compounded with typhoid. A kindlier guess could be: broken heart, shame, hurt, disillusionment, and loss of faith in mankind – especially in Florida.

[Note – The following excerpt from a diary kept in 1894 by Mrs. Margaret Peck Johnson, now in the records collection of the Martin County Historical Society, is reprinted with permission.]

EXCERPTS FROM DIARY KEPT WHEN SAILING ON INDIAN RIVER, FLORIDA, JANUARY 1894° By Mrs. Margaret Ann Peck Johnson

While living in Florida the beautiful land of flowers, we decided to buy a nice large sailboat and take a pleasure trip down the most beautiful river next to the Hudson in beauty and grandeur. This was the Indian and we were living in the lovely town of "Cocoa"...the scenery in and around was magnificent. We had been living in this little town several months when we decided to take this trip down the Indian River to Jupiter Inlet, thence up the St. Lucy River to White City, a new town just being built at the time just out in the piney woods orb the banks of this river. The scenery in and around White City was the most beautiful of all the places we were ever at while in Florida.

February 19, 1894 — We have passed the little town of Jensen. There are so many large cocoanut trees there. I cooked dinner and we had a splendid one. We then set sail down the river round Sewall's Point and reached the St. Lucy's river and anchored. We had a lovely moonlight night.

February 20, 1894 — We get up late. Willie pulls up the anchor and we drift about a quarter of a mile. There is a beautiful scene here with high bluffs of rock with beautiful ferns and air plants growing on palmetto trees. The air plants were in full bloom; some were purple, cream and crimson. We went ashore and Willie gathered me a crimson one and hung it up in the boat. He then cast out his net and caught some fish and among them was a toad fish. He could pump himself up and look like a football and then gradually go away to almost nothing. I enjoy drifting very much. The water is clear as a crystal. There are hundreds of small fish in it. I have commenced my dinner, put my beans on and rolls ready to cook and then set sail for White City, about thirty-five miles. We see some lovely residences and passed through where Flagler is having his bridge across the river on his new rail road to Lake Worth. There were two pile drivers putting down the piles for it. The river is very wide, deep

The original, in Mrs. Johnson's handwriting, was a gift from her family to the Martin County Historical Society.

and crooked. After passing the bridge the river forks and we sailed up the north one. Willie went up to a house to enquire about the channel. The gentleman was very kind and gave him a cavalia (jack cravalle) and some spring water. He told us we had come about three miles this morning. We set sail again and went about three miles and found we were in a little bay. We then turned and went back to the man's home again to start anew and went only two miles and anchored for the night. The moon is now shining brightly.

February 21, 1894 – We get up early. Willie goes out with his cast-net while I get breakfast. We then set sail and have a hard time going up the river. It is getting more narrow and crooked all the time. We tore a big rent in our sail. We get hung up but always manage to get off. We stopped and went ashore and got dinner for a change. This beautiful place is covered with tall palmettoes and lovely fems and large willow oak which are covered with gray moss and air plants, some in bloom. There was maiden hair fern in some of the palmetto trees. We enjoy a dinner of fried fish. The river here is narrow, so we had to put down our sail. Willie gets in the rowboat and tows the sailboat. We met a fine sailboat with two men towing it. The wind does not seem to blow at all. We go on and met a steam yacht. Its name was Lillian. It was white, it looked so new. Willie told them he would exchange with them awhile and they laughed. We landed close to the bank and cooked supper. We take the row-boat and went out to catch some fish. We catch eight mullet about one-half foot long. We put out a set line and returned to the boat. The mosquitoes are very bad but we smoke them out with insect powder.

February 22, 1894 – Slept very late. I cleaned up while Willie got breakfast. By the time we get ready two boys came by in a boat and Willie gets them to help him tow us along. We give them their dinner. We have baked trout, light bread and ginger cakes. We caught the trout on the set line last night. We see a wild looking country, we see the most lovely ferns four or five different kinds. Everything looks like April in Alabama. Hickory is in bloom and wild flowers in bloom. The boys get out and get us some. I think of my mother when I see so many flowers and grand scenery. I wish I could send her some. We stopped for the night but the boys have gone on. Willie tows us till away after dark, but we are now anchored and retired for the night and we are within a mile of the new town.

February 23, 1894 - We reached the city and anchored near a high bank and close by was a beautiful little knoll on which grew tall cabbage palmetto and oak trees that form a dense shade, just the kind of place I have been wanting for a long time. Just to anchor there with no high waves but the water is shallow therefore the boat cannot rock and shake and make us miserable. We step right out on the land. We cook right on this little hill as there are no stoves and we will have to save our gasoline for hard times. Willie got us some fat beef and we had some fried for dinner and some stew for supper. If I can only be well and rest. I will try to be happy as I cannot have everything I want in this world. White City is quite new. There are about seven houses and lots of tents. The weather is like June in dear old Alabama. The children are building play houses. It reminds me of my childhood to see them enjoy it. So we had been on the boat ever since last Sunday. We have come about seventy miles altogether. Pa came over and brought a lot. It is only about six miles though to Ft. Pierce. The head man here has forty thousand dollars to build this city. He is grading streets, burning bricks, building houses and so on. Colonel Myers, the owner of this city got Willie to bring us up nearer the shore. He brought us and tied the boat to a large oak tree. It was covered with air plants and gray moss. There was a very sweet, stylish lady who came out to see us. She had arrived about half an hour before us. There are only four ladies in the town but more are expected every day. The Colonel met us at our landing and would have us go in town and gave us chairs to sit in and was so nice and good. He is a splendid looking man that weighs two hundred pounds. Think we will like this place very much.

February 24, 1894 – Today is a beautiful sunshiney day. It is the holy Sabbath. My new lady friend called on us. She took us out rowing and insists on me calling on her this afternoon. I go and towards sundown we were all sitting out on the veranda

talking when Colonel Myers came along and asked me if I had seen the lot Willie was talking of buying and I told him I had not. He said "Let me go and show it to you, I know he will not be jealous of me" and we all have a big laugh. We started and told Willie not to come, and presently we looked back and saw Willie coming laughing. I felt highly honored to have the Colonel so polite to me. He is a millionaire and I so poor and homely. He seemed to take a fancy to us all. After we got back, Colonel Myers went with us to the boat and stayed a while. The other head man thinks Sallie is so sweet — says she makes him think of his own little girl in California.

February 25, 1894 – We got up soon this morning – had a good breakfast. Hope there is a happy future in store for us. I trust after all of our ups and downs in getting here. Willie sold the Nancy Hanks for \$125 and bought two lots. Now he will have to pay only \$50 more and then they will be our very own. Willie commence the kitchen, then we will have a home of our own even if it is a humble one. The Colonel came down to see us this afternoon and we had a nice time looking at the beautiful sunfish. They resemble the perch and are as broad as my two hands and about one half foot long. They have white and black stripes. I caught a nice fish today. Did a big washing today and baked light bread and have light rolls for supper. Willie loaned the butcher some pulleys and helped him some. He gave him the whole liver so we had a splendid supper. I sold the butcher one of my little alligators and I have only five left. While the Colonel was here this afternoon I told him that Willie had bought two lots and I wished we had one little room if no more. As I was miserable about the children falling in the river. Pearl came very near falling in today. So he said you shall have the lumber if there is a stick here and Willie shall commence right away. He went away as fast as he could and sent Willie for his tools so now we have a new room started.

February 26, 1894 – Today is my sister's birthday, who is so far away. I wonder if she has thought of me today. We got up early for Willie to work on his room. While we were eating he caught two fine large fish. He was so delighted. The hook was baited with fried liver. Oh! how I wish for Kate and Mother. The children play on the land and have found large beds of violets. I went up this afternoon where Willie was working. We have a very high lovely place. The river bank is about eighteen feet high in front of us. We have a corner lot and the avenue goes down to the park. There are so many tents. My lady friend has had a large room put up today with a partition. They will run a baker's shop. Pa sent out the nicest box today with two packages of coffee, ground pepper, soap, tobacco, meat, B powders and candy for the children. We appreciate his kindness very much. The little steamer "Lillian" that we met coming to White City came in yesterday with a cargo.

February 27, 1894 – Rose early. Willie hopes to complete our room today. I caught another one of those sunperch while washing the dishes. Today is so clear and pleasant. I got a postal card from my dear Mother and Willie got a note from his papa so we are both delighted.

March 3, 1894 – Well, it has been several days since I have written any. As we have moved and have been so busy and just could not take the time to write. I am so delighted at having a little home of my own again. We have bought a new safe and a splendid little wood stove. It was too expensive to burn gasoline as we were so far from it and wood is so plentiful here. Willie has cleared up about half of one of his lots, dug up about fifteen feet square and planted onions in it. He has made me a dining room table and shelves and a bench for the children to sit on. We had left our furniture at Cocoa and had not a chance to go after it. He then went down and put down Colonel Myers carpet. He commenced Wednesday to build and we have only been in the town since last Saturday. This is now Saturday and I think this is wonderful work in this length of time. I have worked so hard and am nearly broken down but hope we will enjoy the fruits of our labor. I sold another little alligator this morning for \$2.50 and a pair of oarlocks for 85 cents, so I have made some money. Colonel Myers has promised Willie the job of foreman in the lumber yard. If he does get it, we can soon pay the balance on our lots and stove. Then we will be out of debt for a while. The children are so delighted at being where they can run and play. We have also bought an antique bedstead. All of our furniture will be oak, I think it is so nice.

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March 4, 1894 – Time on its many rolling wheels turning on its golden axle has counted many precious moments and trapped them in the pearly sea of the past and has rolled to another beautiful Sabbath day. It is a bright sunshiny day and we are all sitting out in the shade. We have two lovely cabbage palmetto trees near the door. Everyone admires our lots and think they are in such a lovely locality. We have in all about twelve cabbage palmetto trees and a lot of lovely long leaf pines. I go walking in the afternoon and enjoy it so much. Colonel Myers came up to see us this afternoon. We have a nice time and he tells us of his lovely home in California and how lonely he is since his wife's death and how he loved her. He gave her everything a heart could wish for as long as she lived. I felt so sorry for him. He is a stately looking man. He is kind to Willie and that makes me like him very much. He has done everything for our comfort that he could.

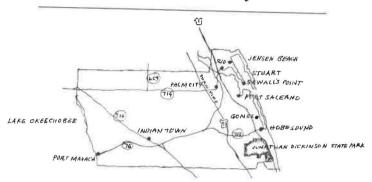
March 5, 1894-I made a mosquito bar for a man today. He gave me 25 cents for it. I go down to the restaurant to an entertainment gotten up by the young men just to pass away the time. I have seen graceful round dancing, but never saw anymore grace displayed at any ball than was displayed here. They also had a burlesque of "The Barber Shop." It was so comical. The next was the "Dentist Shop" and the next were three German songs. After that three Danish songs, next a German solo. It was lovely and in all we had a nice time till 10 o'clock. We go home and enjoy a night's rest.

March 6, 1894 – We received a nice package from Pa in Fort Pierce today. Andrew Kinkle, Willie's sister Sue's husband Uncle and nephew are here. I met young Mr. Guinn at Willie's sister Sallie's marriage in Birmingham several years ago. I like him ever so much. He is clerking in a big store here.

March 12,1894 – It is Monday again, has been sometime since I have written any. I have so much to do it looks like I cannot find time to write. I have had the Grippe very badly all the week. Could hardly keep out of bed. There are so many people to come last week. When I came there was the fourth lady here and now there are twelve and more expected every day. We had a fine speech from Mr. Pio and Colonel Myers. The Colonel's speech was both eloquent and witty. We all laughed heartly. I have a beautiful little fernery under the wide spreading leaves of the palmetto trees. It is filled with air plants both red and green and a variety of ferns interspersed with beautiful little shells. They have burned one kiln of nice brick. There was a man that came in yesterday with seven head of fine horses, three fine cows, two fine hogs and five large leghorn chickens and two dogs, one of the largest Newfoundland I ever saw. They were from Nebraska. They are Danes. There are not near so many Americans as foreigners but we find them honest kindhearted people. Colonel Myers has brought in a large saw mill today and Willie is helping them to put it together. He will have steady work now, by the month and gets very good wages. We can soon pay for our house and lots and be even once more.



Martin County



The fantastic Florida land boom that started in 1922 began to taper off in the spring of 1926 and collapsed completely that fall when the 1926 hurricane hit Miami, causing wide devastation to property and bankruptcy to thousands.

Martin County, a direct product of the boom, came into being at the height of the astronomical real estate development when everyone in the state was prosperous and money was the least of all worries.

Carl Fisher had turned Miami and Miami Beach from veritable swamps into natural wonderlands. Addison Mizner was creating a new Spain up the coast at Palm Beach and Boca Raton, with palaces overlooking the inland waters and facing the ocean. Properties were being turned over sometimes twice in one day and huge paper fortunes were being made.

The Florida Developer and Stuart Daily News were jammed with full-page real estate advertisements. Indiantown was laid out as the city of the interior with the Seaboard Airlines Railroad yard scheduled for construction. Arthur Brisbane, famed Hearst newspaper columnist of the day, came to purchase thousands of acres, saying, "God has given Stuart and Martin County what other Florida communities must spend millions to create." William Jennings Bryan paused on his way to Coral Gables and added whipped cream to Brisbane's praise.

Pineapple plantations and many citrus groves were transformed quickly into sub-divisions with Spanish-influenced architecture, new businesses appeared overnight like mushrooms. Picture City at Hobe Sound, where films were to be made, made headlines, Olympia named all its streets for Greek gods and Rio – St. Lucie actually laid down sidewalks, so positive were the residents that Utopia had come to stay. The Stuart city limits extended to the west of the Jensen Beach arch, and Kelsey City to the south was another bit of evidence of the boom-town development.

A. Syn.

Although little or no golf was played locally at the time – everyone was too busy making money – many realtors decked themselves out in "golf-britches," plowing their big profits back into mortgaged land. Most of the early apartment houses, business blocks, hotels, and sub-divisions were born. But there were signs and portents: the county-borrowed money for the start of the St. Lucie Inlet was lost when a string of Georgia banks which loaned the money collapsed. The road constructions, drainage districts, overburdened now with great debts, faced a long period of financial agony.

Land that had been selling for thousands of dollars an acre went back through a succession of owners to end up seized by the state or county for unpaid taxes. Through the Murphy Deeds system in the thirties, most of these lands were purchased by others for a pittance in taxes, and when many were sold again in the late forties and early fifties some fortunes were made. The ever-increasing prices reached an up-to-now-all-time peak in 1974, with an ocean front foot on Hutchinson Island "asking" \$3,000 and "taking" \$2,250.

By 1928, the boom was over and Martin County had lost its banks. By 1932, more than half the population was on relief, and not a single house, business building, school, or apartment was built. All hammers ceased like a gigantic silent strike against greed.

The first glimmer of new hope came with the building in 1933 of the Roosevelt Bridge over the St. Lucie, a project for which there were hundreds of job applicants but only a few jobs. Theodore Dehon built the first new house in the St. Lucie Estates from salvaged lumber and things began to look up. It is said that the county learned a long, hard lesson from the bust of the twenties and has curbed any reckless county financing that could lead to ruin again.

If you'd been the south end of the county (St. Lucie) or the north end of the county (Palm Beach County) and you'd felt as if you were looked upon as some hick wayside stop that hadn't much to offer in the way of population, economy, development, taxes, or "savvy," you can understand how the youthful Stuart area felt when Palm Beach County treated its northern-most end like the proverbial step-child, represented by one county (duly elected) commissioner, who could always be out-voted and out-maneuvered.

Palm Beach County was the second largest in Florida, with the greater number of voters living in West Palm Beach. Consequently the north-end residents found themselves heavily taxed for Palm Beach improvements after having to help pay for road improvements by district bonds, instead of regular county funds.

Stuart had some small say in the various road programs adopted from time to time by the county commissioners, thanks largely to Henry Newton Gaines, the Stuart representative on the commission. Gaines served ten years. The only other north-end man ever elected to public office within the county was Joe A. Youngblood, who succeeded to the post of Superintendent of schools, but only because he was a highly successful insurance agent with a number of well-to-do West Palm Beach clients. Commissioner

Gaines, on the other hand, was highly successful in vote-trading on the board, enabling him to get what he wanted for his constituents. But, unfortunately, in exchange, he was frequently maneuvered into accepting a special road and bridge district job, instead of a county-constructed job, resulting in a network of county highways around Stuart built by local Stuart taxpayers and not by the county at large.

Early in 1925, the Palm Beach County Board announced a \$6,000,000 road bond issue of which less than \$250,000 was to be spent in the Stuart area. Gaines was frantic, but, still playing politics, he sided with the other four commissioners and schemed up ways and means of getting a larger portion of the allotment for his Stuart constituents. This time no amount of scheming, conniving, or cajoling produced any change; the situation was hopeless.

The Stuart business people were thoroughly aroused over the unjustness of this bond issue. They had had enough of being the tail end of a county that seemed determined to ignore their needs and wants, even as they were growing so rapidly on the cresting wave of financial success in development. The upshot was to demand county division and creation of a new county, NOW.

A meeting was called at the office of Lyons, Atkins and Innes, real estate brokers, and plans were laid for revolt. Constituted as a committee, the outraged citizens designated Edwin A. Menninger as chairman, and John E. Taylor as treasurer, and promptly subscribed \$14,000 to a campaign fund for the purpose of acquiring a new county with Stuart as the county seat. Subscribers donating \$1000 each were Lyons, Atkins, and Innes, Warner B. Tilton, R. R. Ricou and Sons Company, Carroll Dunscombe, W. I. Shuman, Mr. and Mrs. B. H. Babcock, Edwin A. Menninger, George H. Browning, Arthur J. Ogle, George W. Bingham, and a West Palm Beach realty firm, Woods, Moore and Seward.

The first thing the committee did was to hire P. A. Vans Agnew of Sebring, paying him \$1,000 for which they received in return nothing, as Agnew never made any attempt to help organize the legal procedures necessary before petitioning Tallahassee. Next, in what they felt was a slick underhand method, the committee hired Palm Beach County Representative M. S. McCracken, to set the wheels in motion for the formation of a new county.

McCracken accepted the \$1,000 retainer and very carefully explained that he could not possibly support the move for a new county without a petition signed by at least 3,600 voters requesting a county division. Should they be able to comply with this demand (of which McCracken was extremely doubtful), then, at the next legislature he would introduce their bill and endeavor to carry it through.

McCracken felt quite safe in accepting the assignment, knowing that there were fewer than 1,000 voters at the north end of the county. However, he did not reckon with the determination of the Stuart committee and other dissatisfied Palm Beach County residents. Invading Jupiter, Kelsey City, Belle Glade, Canal Point, Pahokee, Delray, and Boynton, where there were similar inequities with West Palm Beach on who got the

improvements and who paid for them, in less than four weeks the committee had almost 4,000 signatures.

It is reported that the members boarded the northbound FEC and confronted McCracken with the petition as he was en route to the legislature in Tallahassee. McCracken had no recourse but to promise to introduce the Bill. However, his indifferent attitude convinced the committee that it might be wise to have someone following his every move to make certain the Bill was, indeed, properly introduced. What better way than to hire McCracken's own law partner, E. B. Donnell, to play "watch dog," or to carry on the fight should McCracken leave it unattended?

McCracken was furious when he learned that Donnell had accepted a \$1,000 retainer "to help get the Bill introduced and carried," so furious

that he promptly resigned from the law firm.

Still not discouraged, but more determined than ever, the Stuart committee selected a financially independent delegation to go to Tallahassee and remain there for as long as it might be necessary to assure passage of the Bill.

J. B. McDonald (Stuart's first mayor), who had a personal, first-name relationship with many of the legislators, headed the delegation, and with Warner B. Tilton supplying the steam and Richard F. Ensey, a civil engineer (not very busy at the moment), set out to accomplish the seemingly impossible: a new and separate county.

Eight weeks of frustration and disappointment followed. McCracken gave no help, he was so annoyed with the Stuart committee. A. W. (Tony) Young, a member of the legislature representing St. Lucie County, who could have been a great help, was planning a little county division himself, namely, a new and separate Indian River County.

Finally, after days of meetings the Stuart committee persuaded Representative Fred H. Davis, of Leon County, to intervene on its behalf. This was the same F. H. Davis who later sat on the Florida Supreme Court. Davis introduced the Bill, which appeared to get no attention at all until Governor John W. Martin learned of the dilemma over a proposed new county which, if partitioned, was to bear his name. That did it! Martin sent word to Young that two new counties would be created. There was no further opposition nor any lack of aid. Martin County was created, May 29, 1925.

As a temporary measure, as well as accommodating a necessary formality, Stuart was granted the right of County Seat for the first five years. This resulted in a number of lawsuits, although, actually, the temporary naming of Stuart as the County Seat was the result of a compromise between the Stuart committee and Clement S. Ucker, who represented the Seaboard Airline Railway, S. Davies Warfield's trump card in the plan to develop the western section of the new county.

According to Ucker, the railway company had just purchased 150,000 acres in the "back country" for development, which would make it the largest taxpayer in the new county, something not to be taken lightly. Indiantown, alone, was to be built into "a city that would far outdistance

Stuart," and the western area would become the commercial hub of the county. Therefore, Ucker argued, it was only fair that once the Warfield development was completed, Indiantown should be the County Seat. S. Davies Warfield died suddenly in October, 1927, and Mr. Ucker's dream of a flourishing, thriving Indiantown as the County Seat vanished quickly.

Once the legislature adjourned, the Stuart Committee began the task of selecting the officials of the new county, and the slate selected by the committee was approved and appointed officially by Governor Martin.

E. J. Smith, Jr., became the County Judge, and A. O. Kanner was appointed State Attorney. Both, recent arrivals from Jacksonville, were classmates of Governor Martin, and came here because of this association. James R. Pomeroy was named clerk, B. H. Babcock became the first sheriff, G. S. Moore was appointed tax collector, and H. L. Snyder tax assessor. The County Commissioners were Carroll Dunscombe, Warner B. Tilton, and Howard A. Eells.

In January, 1926, the Pelican Hotel on the St. Lucie River in downtown Stuart (Osceola Avenue) was the site of the formal celebration marking the creation of the new county bearing the name of Governor John W. Martin.

The old city of Stuart was abolished August 4, 1925, and the new city formed with a three-man commission, plus a city manager type of government. The Commission was increased to five in 1948.

BUSINESS

By 1950, Charles A. "Chuck" Kindred was running the Ideal Sport Shop and Fred Rue had been in business here for over twenty years, coming from Louisville, Kentucky, having purchased the Stuart Paint Company in 1930. Charles Boxwell came to Stuart in 1941 from Dayton, Ohio, and opened the Boxwell Sign Company. Mr. and Mrs. Herbert Rice, natives of Highlands, North Carolina, came to Stuart in 1940. Mr. Rice, a butcher, spent two years in the U.S. Army. Upon his discharge in 1945 he purchased the Rob Roy Hotel that November and opened Rice's Restaurant, adding Rice's Market and the Standard service station in November of 1949.

Herbert Young came from Boulder, Colorado, in 1925, opening Herb Young, Builder, with Paul Young as associate. This firm built the Bruner building, Arthur Dehon building, Theodore Dehon building, Bartlett building, Bruce and Harry's, Pressel building, the Riptide Club, and the old Martin County Jail. Mr. and Mrs. Drew D. Cross ran the Home Bakery, and the Stuart Hardware Company, Inc., was owned and run by Drew King, Bernard Coker and Associates (now Ace Hardware Stores).

In 1923, E. P. Smith established Smith and Sons, painting contractor, and his son Mark B. Smith continues to run the business. Mrs. Blanche Slocum was running the Tot-n-Teen Shop, which she sold to Mrs. Davida

Greenlees in 1949. The Greenlees family came to Stuart in 1921 from Lawrence, Kansas. W. A. Smith, general contractor, was busy building sea walls, docks, and putting in concrete sidewalks in Rio. He built the W. R. Leach residence on Sewall's Point (on what is now the campus of Florida Institute of Technology), and the Valentine C. Bartlett residence at Hobe Sound.

Opening April 6, 1946, the Hutto Radio and Appliance Company featured Philco radios. E. M. Higbee, who came to Stuart from Springfield, Illinois, in 1924 was graduated from the Martin County High School in 1927. A Coast Guard veteran, he opened Higbee Electric which is still in operation.

I. L. Decker came to Stuart from Albion, Michigan, in December 1925, and established Duntile Supply Company, which produced its first concrete blocks and brick in 1926 for many of the new buildings. Allen N. Decker joined his father as an associate after serving in World War II.

What is now the Stuart Department Store started out in 1902 when Stanley Kitching built a small dry goods and general merchandise store

on Flagler Avenue near the river.

The home of the present Stuart Department Store was built by Commodore Kitching in 1921, and became the Kitching and Eckess firm, an outgrowth of the 1902 business. It retained that name until B. F. Eckess died in the late 1930s. In 1938 the business was purchased by O. S. Kanarek and the name changed to the Stuart Department Store.

In 1949, after thirty-eight years in the restaurant business, the F. L. Powells of Pittsburgh, Pennsylvania, arrived in Stuart and opened the F. L. Powell's Diner. The following year they began construction of their

present North Federal Highway motel.

Glen Sheppard opened the Buick car agency with wrecker service in 1950, but G. D. "Dewey" Hayes came earlier as service manager for the Ford Agency, Clements Motor Company, in 1933. Hayes Motor Company was originally the Plymouth-Dodge agency until 1947, at which time Hayes took over the Kaiser-Fraser line and then the Willys Jeep.

A. S. Keer became a registered pharmacist on September 17, 1897, and a registered Florida pharmacist on January 10, 1926, giving him, in Keer's Prescription Shop, the distinction of having the longest continuous background in pharmacy of any druggist when he opened his shop here.

In 1941, Magdalena Maloney, a native of Ohio, and a graduate of Moler's Beauty College, came to Stuart Post Office Arcade shop by way of Cincinnati, and after twenty-five years of experience in several of the better salons in Cincinnati and Palm Beach.

The John E. Taylor and C. R. "Dick" Ashley Insurance and Real Estate business, here since 1921, was well established by 1925 when C. B.

Arbogast opened his office. Both are still in business.

Back in 1928, "Bill" and Anna Chisholm started a small roadside restaurant - a place to get a cup of coffee, a barbecue sandwich, or a hamburger. By 1950, it had not only grown into Chisholm's well-known restaurant but had served over 2,000,000 meals to tourists and residents.

In 1946, when William Chisholm died, Anna and their daughter, Betty, carried on the tradition of good food, good service, and pleasant people.

Henry Cabre's Casa Lumber Company, one of the early companies supplying building materials, was here long before 1925 and is still here.

In 1908, the Jensen Hardware and Machine Works was founded and

the name is still carried on, after more than sixty-seven years.

A popular rendezvous was Seymour's Inn in Jensen Beach, overlooking the Indian River, where dancing went on far into the night. The Inn was opened in 1936 by H. Seymour Gideon, who came to Jensen Beach in 1913 from Topeka, Kansas. It was sold out of the family in 1973.

C. A. St. Onge Grocery and Market and the Diamond Transfer and Garage in Hobe Sound, established in the late 1930s, are still doing busi-

ness there.

Porter Lumber opened its door with the formation of Martin County and continues in business.

Harry Segerstrom (a member of the Charles Segerstrom family which left New York in 1904 to raise pineapples in Jensen Beach) returned from Sweden, where he learned the plumbing trade and studied mechanical engineering between 1910 and 1921, and opened his Plumbing and Machine Works in 1923.

In 1938, H. H. Hoke and his family came to Jensen Beach from Van Wert, Ohio, and established Ocean Breeze Park with twenty-five trailers the first year. The twenty-two acres facing the Indian River is now a fullfledged "city," with its own mayor, and continues to grow.

Ben McCoy, brother of Captain Bill McCoy, was trying to sell Sailfish Point on Hutchinson Island for \$25,000 back in 1950. It included the entire north shore of Gilbert's Bar, or St. Lucie Inlet, facing the famous offshore sailfish grounds of Gilbert's Bar.

"Art" Ruhnke's Photo Shop on Osceola Avenue was still taking pictures of townspeople in 1950, and had one of the best collections of early negatives around.

Bessemer Properties continues to be one of the largest landholders in

Martin County.

Minschke's furniture store on East Fourth Street was an outgrowth of Boleslaw Minschke's early meat and grocery business, opened in 1913 when he arrived in Stuart from South Dakota. He sold the food store shortly after starting the furniture business in 1923.

Stuart Jewelers, still in business, was started by Sam and Joe Continenza, who came to Stuart in 1947 from Youngstown, Ohio, and purchased the old Fox Jewelry Store in the Oughterson Building, moving it to the Arthur Dehon Building in 1947. The Continenza brothers learned their trade at the Ohio State Watch Repair School.

In 1924, J. C. Anthony came to Martin County to join with the old Rio Lumber Company, but purchased the Guller Grocery and, in 1925, established Anthony's Groceteria which later became Anthony's Grocery

and Market. He died in 1937.

Dyer's Dry Goods Store, established by Harry A. Dyer in 1914, is the oldest firm doing business today and is in its original location. It is presided

over by Miss Myrtle M. Dyer.

In 1946, Bruce Jose and Harry Mattern opened Bruce and Harry's, a combination restaurant and Shell Oil service station on Indiantown Road. Open seven days a week, they earned a reputation for good food, Howard

Johnson's Famous Ice Cream, and courteous service.

By 1950, there were the Martin County Cleaners, Stuart Seafood, Bruner's Pharmacy, Slocum's Flower Shop, Audra Drugs, Rowell Furniture Company, Earl Dyer Ricou – Photographs, Mather Furniture Company of Stuart, Kindred's Superette, Western Auto Associate Store, C & E Walker – Jewelry, Bauer Frigidaire, Chason's Service Station, Stuart Drug Corporation, Martin County Electric Company, The Style Shop, "Bob" Johnson – Insurance, Web Ordway Motors, and the Spot Lunch Bar.

Also, Hall's Electric, The Stuart Feed Store (the building now a land-mark), Southern States Land and Timber Company, Stuart Auto Camp, Stanley's, W. N. Cromer's Market, Griffin-Ecker, Inc., The Citizen's Bank, Rinker, Southern Bell, Florida Power and Light, The East Coast Railway, The A & P, Toley's Boat Yard, Lyric Theater, The Pelican Hotel, Johns Dry Cleaners, S. A. Matthews – Contractor, Johns Funeral Home, Dehon Real Estate, and Joe Mosley – Plumber-Contractor, Charles Conrad, Sr., Stuart Tackle Shop – with Earl Hall as manager, Reardon Insurance Agency, The Toric Hotel at 170 Flagler Avenue, Lettie Dugan's – The Little Dress Shop, "Ted and Vee" Chambers – Hobe Sound Electric, and Buffum Beauty Salon...these are some doing business in 1950 – before 1950 – and today.

The Stuart Department Store

In June 1938, my father, Oscar S. Kanarek, and I came to Stuart from Manatee to look at and then buy the store that is now the Stuart Department Store. My father learned about the Ben F. Eckess store from Oscar Tate, traveling salesman for the Brown Shoe Company, who was a friend of the Eckesses. It seemed that Mr. Eckess had died a year before, and Mrs. Eckess didn't want to run the business any longer. We took possession on June 9, 1938. My father then returned to Manatee to dispose of his business there and bring my mother back, leaving me in Stuart.

The store was located in the Kitching building, which later housed the city hall and fire department. At the time we took over the store it contained many things – children's clothes, shoes, and lots of cloth – unbleached muslin, sheeting, pillow ticking, drapery linen, and dress lace; also wool

yarn, crochet thread, and patterns.

There was a balcony at the back of the store where my father put his sewing machine and kept his books. There was also a third floor for storage. Up there we found old Boy Scout uniforms, wool bathing suits (the men's had tank tops and knee length pants), celluloid collars, collar buttons, and shoe button hooks. Some of the people who worked there then were Mrs. John Gilson, Madeline Krueger, and Gladys Bowering. All of them still live

in Stuart. I stayed until August of 1939 and then went to New York to live. My parents objected to this and hounded me until I came home in April, 1941. I never left Stuart again.

While I was in New York my brother Irving came to Stuart. Except

for two years in the service he, too, has stayed in Stuart.

We changed the name of the Ben Eckess store to the Stuart Department Store and continued in that building until 1954 when we built the present building. Our landlord, Commodore Kitching, then sold his building to the city. The old store had a front overhanging the sidewalk, and from this there were long canvas shades that had to be rolled down every sunny afternoon to protect the merchandise in the windows. In the evenings someone had to go back to the store and roll the shades back up.

I married Max Auerbach in 1946 and he joined the Stuart Department Store, only to quit the business in 1949 to open the Stag Men's Shop in Stuart. He sold it in 1953 to rejoin the Stuart Department Store. The store he sold is now known as Kermit's. We have two children, both of whom were born in the area. Our son, Larry, has gone to Idaho to college and possibly to stay. Our daughter, Lynne, is at the University of Miami.

My brother married a New York girl, Estelle Dorfman, in 1947, and their two children were also born here. Paul is married and in law school;

Barbara is moving to California.

When I came to Stuart you could shoot a cannon down Flagler or Osceola any day in summer and not hit a car or a person. There was no such thing as air conditioning and all summer the store people stood on the sidewalk trying to catch a breeze. There was a bakery on Osceola and when Mrs. Bell took cinnamon rolls from the oven the whole town knew it and went running.

Herbert Bruner was the soda-jerk at Red Williams' drug store, the Stuart Drugs. There were benches all along the streets and people sat on them and visited. It was a nice little town. The *Stuart Daily News* came out once a week. Everybody read it – you knew everyone who married, died, had a baby, went to a party, had a visitor, or took a trip.

I remember Commodore Kitching sitting on a bench or on the city pier. He always had a pipe in his mouth, hooked down over his chin. He was a landmark, and so was his wife, Naomi, who donated the wall mural

to the Woman's Club.

My father, in his eighties, is only semi-retired. He comes home to Stuart at the end of October and goes right to work at the store – six days a week from eight to six until he goes north again in May.

By Florence K. Auerbach

CEMETERIES

Cemeteries are invaluable sources of information about the history of an era or an area, and Martin County has its share. Oldest of these is the Indian Burial Mound on Hutchinson Island, dating back some 3,000 years. Unfortunately, it has been vandalized each time its location was identified, thus destroying important artifacts and bits of local history. (References to this mound appear elsewhere in this history.)

It has been reported that when Camp Murphy was being constructed south of Stuart, as a World War II Signal Corps base, Indian grave sites were not only uncovered, but destroyed. Many Indian tribes are now,

understandably, seeking protection for their burial mounds.

I – Jupiter Cemetery

Two miles west of the Federal Highway, at the Palm Beach County line, on what is now called County Line Road, Jupiter Cemetery was in Palm Beach County, when Martin County was still in the northern part, according to Mrs. Lloyd V. Minear of the Jupiter Cemetery Association. I was referred to Mrs. Minear by Mrs. Lilah Rood, the cemetery sexton.

The graves are not uniformly maintained, individual families maintaining their own plots. Many have cement curbing outlining the area; some are graveled, others seeded and planted, showing care and remembrance. Most markers are above the ground, although some flat, grave-size stones may be seen on older graves. A few have hand-etched markers. One long cement marker appears to be for three very young children: Thomas Benson, 1917-19, Gracie Louise, 1919-22, and Woodrow Wilson, 1923-23

Other stones dating from 1899 to 1912, include family plots for Pennock, Carlin, and Jackson. Sections from the minutes of the Jupiter Cemetery Association from its inception, in 1901, to 1960, state:

The first meeting of the Jupiter Cemetery Association was held April 20, 1901. Dr. Charles P. Jackson was elected chairman of the meeting. The name, Jupiter Cemetery Association, was chosen and five trustees were elected: E. Whiddon, Captain J. A. Armour, E. B. King, Dr. Jackson, and J. Thomas Ziegler. They had a three-acre tract, which lay between DuBois Road and A1A, north of the Old Jupiter Beach Road

At an April 13, 1907, meeting (the next minutes in the old record book), the members decided to secure a new site for the cemetery. F. C. Aicher, Hal P. Hardin, E. C. Miller, and Ziegler were appointed a committee to find the land. Several meetings were held that summer and various pieces of land considered. A letter from C. C. Chillingworth informed the association that it could not hold title to land unless incorporated, so it was moved to do so. On November 11, it was decided to buy a two and one half acre plot on the North Branch of the Loxahatchee River from Dr. Jackson for ten dollars.

Dr. Jackson, then the secretary, was instructed in August, 1908, to purchase material and construct a dock six feet wide and thirty to forty feet long adjacent to the property. Herbert Young had a scow on which he towed crates of vegetables to the railroad station, and also used to transport coffins to the cemetery for burial. Captain Charles Carlin was the first person to be taken to the cemetery in a horse-drawn hearse. The hearse and team were brought to Jupiter on the train and then driven over send reads to the cemetery. This was in 1912.

over sand roads to the cemetery. This was in 1912.

The corporation papers and seal, obtained by Mr. Chillingworth, were dated 1907. The next minutes were written by H. S. Pennock in May, 1913. Records show scattered meetings, though the incorporation papers call for an annual meeting the first Saturday in May, or called meetings at another date. One brief minute states,

"there were not enough members present to constitute a quorum — seven members. (May 16, 1916)." It has happened many times since, but not in the last ten years.

The price of lots was raised in June, 1923, from five dollars to ten dollars: they were fifty dollars in 1960, and have now been raised to one hundred fifty. An assessment of fifty cents a lot, per year, was made to keep up the cemetery, but there is no record of the money being collected.

Lot owners kept the cemetery clean in the early years, and later, the American Legion had voluntary work days to do the cleaning. Since 1960, a part of the price of each lot has been set aside for a perpetual care fund, the interest from which is used for mowing and clean-up. At first, there was so little interest that regular funds were used. In recent years there has been enough interest to mow and clean-up, but no planting or sodding has been done, except by owners.

John Grant's sister was buried in the first cemetery, and later moved to the present cemetery. In the scattered community there were so few deaths that John Ticales said these "bad to have a killing to find use for the competer."

Ziegler said they "had to have a killing to find use for the cemetery."

Early trustees included F. C. Aicher, Joe Wells, H. S. Pennock, Frank Bowers, Herbert Young, James Hepburn, Emily Carlin Turner, Susan DuBois, and Albert Wehage.

The cemetery records have been kept by the president and the old minute book is treasured by all. There have been times when the records were not kept upto-date, were lost in hurricanes, and once a treasurer "borrowed" the funds – but all was repaid. A rule was then made that two signatures were required.

It is still a quiet little piney-woods cemetery, the only bit of old Florida left in

the area. Plans are being made to establish a memorial park around it.

Under Florida law, the new owners must keep up the pioneer section, and they plan to grass and beautify it. There is no record of when the pump and lines were put in for individual owners to keep up their lots.

II - Ashley Family Plot

A grave site that creates much interest, but is reportedly guarded from visitors and the curious, is the Ashley family plot in Port Salerno. In the early 1900s, the Ashley boys, with some help from relatives, gained fame as an outlaw group who spent most of their time robbing banks (they robbed the Stuart Bank twice), and, in general, engaging in unlawful and illegal practices. The public is encouraged not to seek out this private burial site as its protector may protest with force.

The arms of history are not unlike the arms of a great octopus stretching out across dividing lines, when, in earlier times, people lived in the north, the east, the west, or the south, and each man had his own idea of where the lines of demarcation lay.

III - Port Mayaca

Port Mayaca, smallest of the towns in Martin County, is not without its

history told tragically in its cemetery.

The old portion of the cemetery covers about ten acres, while the new section, recently opened, covers approximately five acres. Earliest recollection of the existence of this cemetery is in the early 1920s. There are different sections for blacks and whites and it is estimated that some 4,000 blacks and 2,000 whites are buried in it. The first, or road, section is the original ground for white people. Few of the graves have grass around them, just bare earth or sand, as this is a long standing tradition of old cemeteries in this region. In the same area, beneath a flag pole, a flat stone reads:

IN MEMORIAM:

TO THE 1600 PIONEERS IN THIS MASS BURIAL WHO GAVE THEIR LIVES IN THE 1928 HURRICANE SO THAT THE GLADES MIGHT BE AS WE KNOW IT TODAY.

CHARTER TRUSTEE MEMBERS Walter Ashley Louis F. Mims S. S. Fisher

Beyond this mass burial site are approximately two hundred white graves — unknown and unmarked...a research project for some enterprising, interested citizen. Divided by a hedge, towards the east, are approximately five hundred black graves, also unknown and unmarked except in three or four isolated cases. One marker with the deceased's picture on it is not placed, because the specific gravesite is unknown. Two markers have been replaced, as relatives have been able to identify the sites. The unidentified graves date from the late thirties to the early forties and are presumed to be those of paupers.

This is an exceptionally large area, and at the far end is a section where people of Spanish origin are buried. Many madonnas are carved on the

stones, aiding the researcher's reasoning.

The newer section, west of the road, dates from 1954 and appears to be a white section. To the east and south of the caretaker's house, blacks are buried, and there are sixteen white pauper graves.

The cemetery was financed out of Pahokee as early as 1933, with a "hermit caretaker" who received forty dollars a month and five dollars for each grave he dug. There was no plan to the cemetery, no actual maintenance, and many death certificates were never filed.

After much complaining by aroused citizens, an engineer was engaged to lay out the blocks of plots. Although the cemetery is actually in Martin County, Pahokee City Hall and three commissioners of Palm Beach County control it, while the caretaker's funds are administrated from Palm Beach County.

The present caretaker, Henry Sexton, is charged with maintenance of the grounds, is responsible for the digging of individual graves, and inspects the monument erections. One thousand new graves have been dug since 1966 when Mr. Sexton, a resident in the area since 1933, took the position, and in general the cemetery evidences good care as well as thoughtful administration and planning.

Mrs. Lois Erickson, an area resident since the early twenties, recalls the mass burial in 1928, telling that, as additional bodies were found and could not be accommodated, they were burned. To this day, farmers when plowing will come across remains that cannot be identified correctly as either hurricane victims or Indians. It is generally believed that there are two Indian Burial Mounds in this area...an opportunity for further research for those interested.

IV - All Saints Cemetery

All Saints Cemetery is on a hill overlooking the Indian River, and on top of the hill adjacent to the cemetery, is a Georgia granite "Peace Cross," donated by the Right Reverend Wallace E. Conkling, former Bishop of the Diocese of Chicago, now a local resident. The cemetery dates from 1898, when it was turned over to All Saints Episcopal Church, having previously been provided for by local individuals.

The original land, approximately an acre, was donated by the Willes family (now of Fort Pierce), but since that time, six additional acres of what was once a pineapple farm, have been acquired. This area, prior to becom-

ing Jensen Beach was called Waveland.

In 1951, the All Saints Cemetery Association Inc., was formed and the original subscribers to the new charter were: Errol S. Willes, R. A. Tunley, D. S. Hudson, Herbert G. Glass, Harry Hoke, and the Reverend George P. Huntington. The first officers of the Association were: president, Willes, vice-president, Glass, treasurer, Tunley, and secretary, Hoke.

At the time, lot owners contributed funds to keep up the cemetery and, since this is a private cemetery (and one of the few owned by a church), it now comes under the 1959 Florida Cemetery Act, which eliminates the problem of upkeep. Under the State Comptroller, a "Care and Maintenance Trust Fund," requires that ten percent of lot sales must go into a trust fund to provide for perpetual care after all the land is sold. Annual license is required, and a report is made on the fund. This report is audited by the State against the report made by the bank that holds the trust account.

The oldest burial at All Saints appears to be Aug. Hars, 1857-1887, while in the oldest section of the cemetery there are two large family plots of about twelve graves set aside for the Willes and Sewall families. There are three graves with wooden markers, the inscriptions long worn off by weather and time, and therefore unidentified. One is apparently that of a child, as, until a few years ago, the grave had a wooden foot marker with connecting wooden pieces resembling a crib. Only the small wooden head and foot boards remain. There are no graves with pictures on the head-stones, such as are found in other areas. One plot has perpetual maintenance other than that provided through the Cemetery Association, as it was arranged for in the individual's estate prior to the 1959 cemetery law.

The following account of All Saints Cemetery was given by Joseph Alvarez, manager and sales counselor for the cemetery:

About fifty years ago, a plot of land below the present site of All Saints Rectory was the burial ground for Jensen Beach residents. At that time, the plot was run down with woods, overgrown trees, and weeds. It was not long before a new burial found a cache of bones on its site. Immediate steps were taken to rectify that poor situation. Harry Hoke, of Ocean Breeze Park, conferred with Mr. Willes of Fort Pierce, the owner, and negotiation was made to convert the property into a cemetery. Mr. Willes donated the property for that purpose.

donated the property for that purpose.

The cemetery was named after All Saints Episcopal Church, being closely associated with its activities. In 1939, All Saints Cemetery was set up as a nonprofit organization. Much had to be done, to make it a worthwhile place for the burial of the dead. A well was dug, a sprinkler system installed, roads paved, and the property was

surveyed. Herbert Glass constructed the building at the entrance to the cemetery property. The large parcel of land which is now the principal part of the cemetery was donated by Cliff Garrison. Mr. Knowles assisted in the clean-up and beautifying of the grounds. Ed Whipman soon took charge of the grounds, Nellie Hackett acted as secretary, and things were ready to progress.

Money was a problem, and while some funds came in, the costs of operation were assumed by Harry Hoke, and a few others, who were most concerned with the cemetery. Sometime later, through Walter F. Hewitt, a thorough check was made of

the plots, and, where necessary, ownership corrected.

All Saints Cemetery today enjoys the enviable position of being one of the few cemeteries in the State of Florida which is under the sponsorship of a church. While it is non-sectarian, it is under the religious guidance of All Saints Episcopal Church and its rector. The sale of lots is available to all persons regardless of creed, color, or race, and ownership includes perpetual care subject to the regulations of the state.

Officers and members of the Board of Directors are: Gerald Wilkinson, president, George Craig, vice-president, Paul Tyree, secretary, Noel Whipkey, treasurer, Lloyd Chase, Charles French, and Robert Haire. The superintendent is Joseph Alvarez. The office is located in the parish hall of All Saints Episcopal Church with business hours daily (except Saturday and Sunday) from 9 a.m. till 12 noon.

V - The Monterey Cemetery

The Monterey Cemetery, located on Monterey Road, just off State Road 76, is a black cemetery under the care of Richard McHardy, an employee in the composing room of the Stuart News. However, most of this information was given by George McHardy, uncle of Richard.

The cemetery covers approximately four acres and contains one hundred and fifty to two hundred burial plots, in three sections. When a survey revealed that part of the property was on land belonging to a flower farm, the land was purchased from the farm owners to preserve and protect this section. Later, it was discovered that a second section, now fenced off, belonged to the city, although some say it is county-owned; nevertheless, it is protected as a burial ground.

The original cemetery, called the Community Cemetery, formed by committees from local black churches, had its beginning about 1914, and if early records were kept, they are, apparently, no longer in existence. The land selected by the committees belonged to Eric Schroeder, a local realtor, and when the committees failed to complete the transaction with cash, the

late Walter Moore, of Stuart, purchased it for them.

Individuals purchasing plots now deal directly with Richard McHardy, who, in turn, sees that purchase monies are sent to the estate of Walter Moore. Most maintenance is done by individual plot owners, with some mowing help from Sexton McHardy.

VI - Fernhill Memorial Cemetery

Fernhill Memorial Cemetery, on State Road 76, about half a mile west of the Federal Highway, and almost directly across from the First United Methodist Church of Stuart, dates from 1890. Thomas Hogarth, realizing the need, started a subscription list to purchase the Larry Wright land for a cemetery site. In 1908, Mr. Hogarth was the first person to be buried there, on the hill which his daughter-in-law named "Fern Hill." It is also reported that I. Flynn was the first person buried at Fernhill, but that his body was later removed and sent north.

According to one source, the Fernhill Cemetery Association was a non-profit organization formed in 1904. Family plots, twenty feet by twenty feet and holding eight graves were sold for forty dollars, while individual graves were twelve dollars and fifty cents. With no perpetual care, individual graves rose from that figure for a four by nine foot plot to twentyfive dollars; then rose to forty, seventy-five, eighty-five, one hundred and twenty-five, and finally to the current one hundred and fifty dollars.

Miss Myrtle Dyer, a member of one of the earliest and most distinguished pioneer families, was Recorder of Deeds for the Fernhill Cemetery Association from about 1943 until June of 1957, when the City of Stuart

accepted the transfer of the cemetery.

Miss Dyer furnished a 1951 count of family name headstones (not individuals), as of that date, for the following cemeteries: Pine Rest, Port Salerno - 7, Port Mayaca - 104, All Saints, Jensen Beach - 90, and Fernhill - 182.

Human interest bits: Harold Johns was the first World War I soldier from this area killed in action...There was a marker bearing the name Thomas Jefferson DeSteuben – 1917, near radio station WSTU, which had originally been the location of the old ice plant...It also appears that graves "at a home place" were removed in order to build the Kwik Chek market in the Jensen Beach Shopping Center...and at 3rd and Albany, in Stuart, a child's grave was moved.

An article in the Stuart News of January, 1969, tells the great tragedy of the Edwards family, located out in the wilderness...the area now known as Sewall's Point. It seems "...the third child of Mr. and Mrs. William D. Edwards, Jennie L., died from accidental potash poisoning and was buried in a little grave covered with Wandering Jew vine surrounded by a white picket fence on the St. Lucie River on the old home property, in the wilderness of Waveland, of a Mrs. Perry, known, now, as "Perriwinkle." Mr. Edwards died in September, 1919, and Mrs. Edwards in April, 1929. Both are buried in All Saints Cemetery, known then as Waveland Cemetery.

On November 11, 1905, a meeting was called to order by Broster Kitching, for the purpose of forming a cemetery association. At that meeting J. C. Hancock was elected chairman, Thomas Taylor, secretary, and Kitching, treasurer. Three trustees were to be elected. The organization was to be known as the "Stuart Cemetery Association."

At a second meeting, on November 18, C. W. McPherson, B. G. Ball, and C. Schroeder were elected as trustees. Ten dollars had been tendered as payment on land selected. A set of by laws was adopted. It was agreed that those subscribing five dollars would be known as Charter Members and the list of subscribers would remain open to November 25, 1905.

At a meeting held May 26, 1906, it was decided the size of the lots would be twenty by twenty feet. The price of lots to the charter members was set at fifteen dollars, and those who wished to purchase half a lot could do so by paying half-price. The price of lots to other than charter members would be: twenty-five, twenty, and fifteen dollars, with single

graves three dollars, according to the location of the lots.

Charter members were: J. W. Boggan, George McPherson, John Domini, C. E. Guller, B. Kitching, Otto Stypmann, Walter Kitching, H. E. Stypmann, J. S. Danforth, B. G. Ball, Ernest Stypmann, Thomas Hogarth, F. M. Platts, Stanley Kitching, J. C. Hancock, Robert McPherson, George Parks, Thomas Taylor, W. D. Griffin, C. W. McPherson, John Taylor, Curt Schroeder, O. O. Poppleton, N. H. Parks, and H. W. Bessey.

Minutes of meetings between 1906 and 1918 are not available, so it is

not known how active the organization was during this period.

At a meeting on December 12, 1918, Charles McPherson was named temporary chairman, and Thomas Taylor, secretary. Mrs. C. A. Porter, Mrs. W. Kitching, Mrs. H. W. Bessey, Mrs. George W. Parks, Mrs. J. B. McDonald, and Mrs. A. T. Hogarth were elected trustees, with full control of all property and money. They were also empowered to draft rules governing this control. Present at this meeting were John Taylor, Thomas Taylor, C. E. Guller, Charles McPherson, and Walter Kitching.

From 1919, through 1923, frequent meetings were held and projects undertaken to raise money, primarily for beautifying the cemetery. Roads were made, trees planted, a rustic pavilion and bench built, and a windmill erected. School children were asked to help decorate the graves at Easter, and owners were requested to clean their lots before Decoration Day. Donations were received from local organizations and bazaars

were sponsored.

In 1919, the price of lots was set at twenty dollars, except for those in the rear. These were set at fifteen dollars and could be bought on a contract basis for five dollars, or more, down – the deed to be given when paid in full. Plans were made for a survey with the thought of purchasing more land.

Silas Thompson was appointed sexton, his duties being to prepare the grave, and fill it after burial services. The Red Cross was asked to donate left-over gauze for lining the graves.

In 1920, the price of lots rose to thirty dollars, second best - twenty-

five, and half lots at fifteen dollars.

On June 2, 1921, the first meeting of the incorporated Fernhill Cemetery Association was held, the liabilities and assets of the old cemetery association having been taken over. The newly formed association continued with efforts to beautify the cemetery. Eight lots had perpetual care but help was constantly solicited to keep the rest of the lots clean. Lemonade was served by the association as an incentive to the workers on one occasion.

A drive was put on to raise money to buy additional land. In 1923, three adjoining acres were purchased for nine hundred dollars. The association had five hundred from funds on hand, and the remaining four hundred was borrowed from the Bank of Stuart at eight per cent interest.

In later years, the Fernhill Cemetery Association met on an annual

basis, the officers usually being reelected from year to year. Records from 1939 until the City of Stuart took over in June, 1957, are incomplete.

On April 9, 1957, at the regular meeting of the City Commission, the matter of the city taking over the cemetery was brought up, and the City Manager asked Commissioner Greene to explain the entire situation to the Board. Commissioner Greene told the Commission that the City of Stuart had agreed to accept the Fernhill Cemetery in 1954, providing the Cemetery Association was in a position to furnish the following:

1. Three thousand dollars (\$3,000) to make immediate, necessary

improvements.

2. Deed to the city all unsold lots and land included in the cemetery area which the association had title to.

3. A plot plan of cemetery lots showing all existing and proposed lots.

4. A complete record of ownership for all lots in the cemetery, not owned by the Cemetery Association.

5. A complete record of the location and lot-number of all graves that

exist in the cemetery.

6. A survey control map of the cemetery property showing the boundaries and permanent markers within the cemetery for lot control.

Commissioner Tyner was in favor of the city taking over the cemetery, but wanted no strings attached to the transaction. Commissioner Stimmell felt that the park supervisor should make a survey of the cost involved for maintenance and cleaning of the old section. The city attorney advised the Board that an abstract should be made of the land, to find out the background.

After discussion, Commissioner Greene made the motion that the city accept the cemetery, and all records which were being turned over to the city by the Fernhill Cemetery Association. Commissioner Stimmell moved that the motion be tabled for further discussion, seconded by Commissioner Taylor. Roll call was as follows: Commissioners Greene and Tyner, and Mayor Coker voted "No." Commissioners Stimmell and Taylor voted "Yes."

Following roll call, Commissioner Tyner informed Mr. Greene that he would second the motion provided Mr. Greene included the words

"subject to an approved abstract."

Commissioner Greene revised his motion, namely, "that the city accept the cemetery and all records which are being turned over to the city by the Fernhill Cemetery Association, subject to an approved abstract. Commissioner Tyner seconded the motion and roll call was as follows: Commissioners Greene and Tyner and Mayor Coker voted "Yes." Commissioners Taylor and Stimmell voted "No."

Commissioner Stimmell told the Board that he was not against the city taking over the cemetery, but that he felt they should have more

information before reaching a decision.

Mrs. Viola Curtis Gongaware, of the Stuart City Hall, assisted with the research on the transfer action: A "Register of Lot Owners and Burial Record," two small ledger books of account, an alphabetical listing of the persons buried in the original section of the cemetery, and \$3,098.28 in funds, were transferred to the city. A map of the gravesites was included, which also showed the location of the plots that had been donated to eight

local churches, the American Legion, and Martin County.

W. E. Ambler has been Superintendent of Fernhill Cemetery since the city took over in June, 1957. The non-sectarian cemetery totals about thirty-eight acres, identified as the Old Section, the First, Second, and Third Additions. There are twelve blocks, each consisting of about sixty-four lots, a lot consisting of eight graves. The Old Section has upright headstones, but the new additions all have flat markers. The lots in the Old Section are twenty feet by twenty feet, with eight graves, five by ten feet, and the new additions are sixteen by eighteen feet, with graves four feet wide by nine feet long. There are eighteen graves to a lot in the infants block in the Old Section; one hundred and forty-four graves. Fernhill has a few black graves and eight or nine gravestones bear pictures of the deceased. Since 1969, there have been no above-the-ground burials; all burials are in cement vaults, so that the graves won't sink from deterioration.

The purchase of perpetual care stopped when the city took over and

the maintenance of the cemetery is done by city employees.

The first grave sold by the city in the Old Section, to A. Brownlee, for twenty-five dollars, in June, 1957. The first grave sold in the First Addition was to Zack Mosley, for eighty-five dollars, in July, 1960. The first grave in the Second Addition was sold to Harriet J. Pearce, for one hundred and twenty-five dollars in January, 1968. No graves have been sold in the Third Addition, but the price of a grave site has gone up to one hundred and seventy-five dollars. The undertaker furnishes the labor for the grave digging.

In mid-October, 1973, the Stuart City Commissioners began discussion of the possibility of building a mausoleum with columbarium space, because of the increasing number of cremations. A Boca Raton firm has proposed construction in the east part of the cemetery of a building with six hundred burial crypts. Under terms of a proposed agreement, the city would receive seven percent of the gross receipts from the firm's local

operation in return for the use of the city's cemetery property.

In December, 1973, Michael P. Amann requested a public hearing for a zoning change to allow for the rezoning of forty acres for a cemetery off West Murphy Road, Palm City, indicative once more, of the steady growth of Martin County.

VII – Spruce Bluff Cemetery

Spruce Bluff Cemetery, which can be reached only by boat, is on the north fork of the St. Lucie River at C-23 Canal, but there is no longer any evidence of a town ever having been located there.

On May 18, 1974, at the forty-eighth annual meeting of the Early Settlers Association of the Lower Indian River Area, at the Stuart Youth Center, I met Oscar Fultz (born 1903, and has a twin brother, Clarence), whose father, John Fultz, was the founder of Spruce Bluff. The family homestead was a two-story house at that site. Mr. Fultz remembers his father running a ferry across the south fork of the St. Lucie, to visit with the seven other families in the area.

John Enos Fultz, born in 1843, was a Civil War veteran. He was, at one time, appointed Clerk of the Court of St. Lucie County, and was elected for two more terms. In the late 1920s, the land was sold to a Mr. Huber. There remains only a small cemetery of seven graves, on the six to eight hundred acres of land. In the spring of 1974, Oscar Fultz visited the cemetery by boat; he knows his half-brother, George, and a Blakely infant are buried there. The headstones are homemade cement markers, and in recent years, the graveyard has not been kept up; also it appears to have been used by campers. The Fultz family is attempting to obtain permission from the present owners to go into the private property to care for the cemetery.

VIII - Pine Rest Cemetery

Pine Rest Cemetery in Port Salerno, is on the north side of Cove Road, between the Federal Highway and A1A; its estimated size is two and a half to three acres. The older section contains many upright headstones and does not appear to be generally maintained. There are a few pine trees scattered throughout, and a lovely hibiscus hedge on the east side was planted in 1971, at the time of the erection of a shed, and the installation of a well.

Mrs. W. L. (Genevieve) Merritt, president of the Cemetery Association, reports that the cemetery is non-sectarian and non-profit. The land, a city block, was originally given to the town of Salerno, in 1913, by Benjamin W. Mulford, one of its prominent citizens. The first cemetery committee president was Jennie McCallum, and Julia Whittle was the secretary-treasurer.

The cemetery was incorporated in 1940, by Evans Crary, a lawyer who became one of Martin County's most distinguished citizens and public servants. At the time of the incorporation, the officers were: president, Jennie McCallum, vice-president, Jennie Baldwin, secretary-treasurer, Julia Whittle Lane, and the trustees were: George Osborn, Sr., Genevieve Merritt, and W. H. Earl.

There are three sections to the cemetery: the old original, a second section to the rear of the original (containing only flat markers, with one exception that appears to be an oversight), and a third section, soon to open to the west of the small creek extending to the end of the block. The committee sees to the maintenance of the grounds and the enforcing of specific rules and regulations. Undertakers are responsible for opening and closing graves.

The first burial appears to have been that of a small child named Donald Holmes, in about 1914, followed in 1916 by Mrs. W. L. Merritt's father, Neil McCallum, and her grandmother, Dooies, in 1919. These seem

to be the oldest graves in Pine Rest Cemetery.

IX - New Monrovia Cemetery

Perhaps the most forlorn-looking cemetery in the county, is located in Port Salerno, about one block up Cove Road (toward Federal Highway) from the Pine Rest Cemetery, on the south side of the road. Often called Colored Cemetery, it is mostly heap mounds or graves with above-the-ground concrete covers. The graves are quite similar in appearance to those found in the Monterey Cemetery. The boundaries, unfortunately, are not distinguishable, and the site is not very well maintained. Mrs. Merritt, again, assisted me by securing some information from the Reverend Jesse Anderson, a black minister living on Cove Road.

The land for this cemetery was given in 1949, by Dr. Joseph Hawes, but I have not been able to determine the correct size.

Florence Blatch was the first person buried there, in November, 1949, and there are, at present, the graves of twelve adults and three children. There is no charge for a plot, and no named trustees whose care and responsibility it would be.

I was told that at one time, this area was called the New Monrovia Cemetery, but investigation has not been able to substantiate this fact.

X - Eden Settlement Cemetery

While the Eden Settlement Cemetery is not in Martin County, it was visited because two prominent Martin County area pioneers are buried there.

Draper Babcock, in October of 1973, took Jefferson Siebert, a *Stuart News* photographer, and me to the cemetery location, on Indian River Drive, in Eden. The cemetery covers an area of about one hundred and fifty feet along the Indian River Drive and four hundred feet west, or back from the river, on an incline. The cemetery was given for the use of the people in Eden, by Captain Thomas E. Richards.

There were probably forty graves in this cemetery at one time, but many have been moved. Approximately twelve graves remain, of which only four were marked, while one is contained in a six by eight by three foot iron fence, its tag marker recently lost or stolen, and should be replaced. This is the gravesite of John Hutchinson, grandson of the man for whom Hutchinson Island was named.

The gravesite of Captain Thomas E. Richards bears a large granite stone, with his name, and the dates June 18, 1830 – October 24, 1902. Buried at his side is his wife, Rebecca Brown Richards, March 4, 1883 – October 8, 1905. Captain and Mrs. Richards were the grandparents of Mrs. Draper Babcock, who was Sarah Richards, of Jensen Beach. The other gravesites are those of William Francis Richards, November 24, 1825 – January 1, 1902, and Franklyn Brown Richards, October 29, 1867 – March 25, 1935, father of Sarah R. Babcock, and her sister, Mary Lucy, daughter to Franklyn, born February 29, 1913 – March 22, 1913.

The non-denominational cemetery is still used by a few families, but the little Congregational Chapel that stood at the top of the incline, did not survive the 1928 hurricane. In the northwest corner are indications of old unmarked graves outlined with conch shells. No care or supervision is known to exist, beyond the personal efforts of Mr. and Mrs. Babcock.

XI - Washington Memorial Cemetery

Robert W. Goodbread has had for many years an active interest in this cemetery on North Savanna Road in Jensen Beach. He is Chairman of the Board of the Jensen Colored Cemetery Association, a non-profit organization formed in 1920. Among the other members are: Frances Hall, George Mackey, C. W. Maynard, Robert Gray, Alex Wheaton, and Moses Delaney.

The original section of the cemetery was called Mount Washington Cemetery. The land, three hundred and thirty-four feet on the road and one hundred and fifty feet deep, was given to the black people by Captain Thomas Richards, sometime between 1887 and 1889. Burials were alphabetical, and covered only half of the roadside area, as the balance of the land was too low and contained a water hole. Originally, a church was to have been built on the land, but was erected some two miles away, as the cemetery land was too remote.

Around 1920, when the cemetery was nearly filled, C. W. Maynard bargained to purchase additional land to the rear. Mr. Richards's three sisters had acquired the land and since they did not live in the area, it was purchased through their agent, J. Howard Turner. Payments were completed in 1922. The land now extends a total of one thousand and eighty feet from the road.

In 1972, the board members decided to combine the two parcels under one deed and name, but have had difficulty, since the Court House records before 1946 are incomplete, and any records that Mr. Maynard had were destroyed by a fire in his home.

This cemetery was, at one time, the only black cemetery between West Palm Beach and Sebastian, and is believed to be the oldest in the area. There were eighteen or twenty burials before 1900, but an individual named Smith is the earliest known, by name, as markers have been destroyed by weather and time.

Some above-ground burials were noted. Mr. Goodbread states that there is a row of unmarked graves adjacent to the swale of the road before the first row of marked graves.

As in other black cemeteries, individuals maintain their own lots, and because there are graves that have no one to care for them, once a year, a picnic work day is sponsored to clean up the cemetery. Also, when a funeral is scheduled, a clean-up is done. There are approximately two hundred graves now, including those of some veterans. The cemetery will be nonsegregated in the near future.

The land has a natural rolling landscape, unusual for Florida land, with a sand road and many tall pine trees. As money is available, a fence of railroad tie posts and wire is being erected around it, to keep out

motorcyclists who enjoy riding up and down the slope of the land. Many grave markers have been destroyed or damaged, as a result of their enthusiasm for speed, and their thoughtlessness for preserving a sanctuary for the dead.

By Shirley Thomas Bland

CHURCHES

Martin County has not been without its religious interests, as the pioneers, like most early settlers anywhere, brought their Bibles with them, read them, held meetings and services in homes and halls until they were able to establish churches on land either purchased by them or given to them. In growing Martin County the churches were often the center of social as well as academic and religious activities. It was by faith and hard work that some pioneers were able to live through bitter hardships, the storms, the Big Freeze, the fires, the mosquitoes, and the rough days of no roads, no electricity, no markets, and boats the only means of transportation.

The following appeared in the Stuart News 1964 Anniversary Edition:

PIONEER CHURCHES MET SPIRITUAL NEEDS OF INDIAN RIVER SETTLERS

Deep faith in their destiny as pioneers was harbored in each heart as settlers arrived to carve for themselves a place in this land, most of it untamed by the hands of man, and daily prayer strengthened them to accomplish the innumerable tasks required to establish a home.

Loneliness was ever present, and was faced especially by the women as each family generally lived miles from the nearest neighbor. Transportation was solely by sailboat, and it was quite a task to go visiting, especially if there were babies in the family to take along.

The men often went on hunting parties and enjoyed the sociability afforded by this pleasure. On their return from the hunt, the deer and other wild game killed were distributed among neighbors. Sharing surplus was practiced by all.

It was not unusual for Indians to come to a settler's door and want to swap venison for other foods. One pioneer woman said, "It seemed they could always smell the aroma of fresh bread on the days I baked."

There were no churches in the 1880s and this void was heartsickening to those who had gone to church on Sundays all their lives. One pioneer recorded in her diary, "This is Sunday and I'm as lonesome as an old hound dog; it's nearly unbelievable there are no churches close enough to attend."

Occasionally a minister traveling by sailboat would minister to the people and was joyfully welcomed. His pending arrival would be told by one of the settlers who had been visiting friends farther up the river and had heard that the minister was holding services in that vicinity and would be on down the river soon. By word of mouth the definite time of his arrival would precede him and the settlers would gather at one of the pineapple packing houses for the service. Parents brought their babies to be baptized; maybe a wedding would be performed, or a funeral held. Spiritually strengthened, the settlers returned to their homes to take up their daily tasks.

Temporary organization of the Eden Union Congregational Church, which is believed to be the first Indian River area church, took place November 11, 1894 at the Eden School, and the minutes record "Peace and harmony prevailed." Reverend S. F. Gale of Jacksonville presided. Visiting pastors conducted services until February 4, 1904, when the charter was granted and signed by C. A. Robinson, J. H. LeTourneau, John Miller, Lucy LeTourneau, Annie K. Miller, Adah M. McMullen, J. G. Wey, Jennie B. Wey, and Sarah E. Robinson, all residents of Eden. In May the Reverend H. H. Jones was sent by the board of missions to supply the pulpit, thus beginning his life-long ministry. He also organized the Jensen Community Church in 1906, and at times served as pastor of the Palm City Congregational Church as well as other area churches.

St. Paul's Episcopal Church of Walton was built in 1898 and recorded in the diary of Mrs. Annie K. Miller in that year February 27: "Went to the Episcopal church with children. It was the first service there. The church is finished and it really looks fine; there was a large attendance for communion and Mr. and Mrs. Richards' baby was baptized."

The above two churches were well attended and were used through the years until hurricanes destroyed them. Neither was rebuilt. St. Paul's was blown down in the hurricane of 1949.

The following are brief histories of our churches. Additional material is, however, on file with the Martin County Historical Society.

First United Methodist Church in Stuart

In 1891, the first Sunday School was held in the home of one of the settlers. Twenty enrolled under the leadership of Mrs. Susan Brown, the aunt of Miss Kate Hamilton, the first school teacher. Sometime later, the Sunday School was held in the schoolhouse at Potsdam.

The first Church services on the shores of the St. Lucie River were held in the schoolhouse in 1892 by the circuit rider minister, the Reverend C. Fred Blackburn. He came by steamboat to Sewall's Point, and was met there by one of the settlers and rowed or sailed across the St. Lucie River to the schoolhouse, site of the Riverview apartments.

The first church service was really by chance, as Brother Blackburn had been asked to officiate at a wedding. But on arriving for the big event, he found the couple to be married, Miss Kate Hamilton and William J. Dyer, had obtained their marriage license in the wrong county. Consequently, no wedding that day. Instead, Mr. Blackburn held church services in the little schoolhouse. A few weeks later, he returned and performed the wedding ceremony after everything had been corrected.

The Reverend Mr. Blackburn, an ordained minister of the Methodist Episcopal Church South, came again to Potsdam in 1893 and called upon the settlers, advising them that he would hold divine services at the pioneer schoolhouse once a month.

Brother Blackburn was born, reared, and educated in England, and finished his theological studies there. He preached common sense, educational sermons and filled the church. He was liked by all the settlers regardless of denomination or creed. With great sorrow, they saw him leave in the spring of 1894. He had fulfilled his mission here in establishing a congregation.

Mr. Blackburn married my parents, Walter Kitching and Emma Jane Michael, on February 23, 1894, in Orchid, Florida, on Orchid Isle across from Wabasso. In later years, he baptized me, Sarah Josephine Kitching. My father was born in Leeds, England, and my mother in Frostburg,

Maryland. They met in Florida.

The Reverend Mr. Blackburn was followed by the Reverend J. A. Hendry, who was stationed in West Palm Beach. Brother Hendry was a go-getter and builder, and in his early sermons he impressed upon the congregation the necessity of building a church. He followed this by calls on the settlers to subscribe money or labor for this undertaking.

My mother and father were on their tradeboat schooner *Merchant*, when they received a message asking them if they would give a lot for a Methodist Church. They sent word back that they would do so gladly. This deed for the lot was written up by Secretary of the Church Broster Kitching and Trustee Robert McPherson. The lot deed was recorded and signed September 19, 1894, by my parents. By February, 1895, the building of the church was assured. Material was ordered from Titusville.

In September of 1894, the Reverend C. W. White was sent to the Indian River Mission; Potsdam was one of the places on the charge. He organized the small group into a Methodist Church and in April, 1895, the Church building was started. By the end of May, it was finished.

Someone later asked my father why he gave the lot close to the railroad, and he answered that he "wanted everyone to know that we had a church." The location given is now in the middle of the four-lane highway just after you cross the Roosevelt Bridge South, near the red and green light intersection, Kitching Addition.

Brother Blackburn, the Presiding Elder, and Brother J. A. Hendry came and dedicated the first Methodist Episcopal Church South to God in June 1895. At this first service, the Reverend Mr. White was the pastor.

This little painted white church with red roof and tall steeple attracted people from miles around. It was the church for the whole community, regardless of denomination, as it was the only one. Everyone in Potsdam (Stuart after July 1895) attended this church. Four charter members were Mr. and Mrs. J. E. Fultz, Robert McPherson, Sr., Charles Guller, and Broster Kitching. Later in 1895, J. H. Padgett and Mrs. William J. Dyer joined. Others were Mrs. Walter (Emma Michael) Kitching, June 27, 1897, Mr. and Mrs. Charles (Belle) McPherson, June 1898, Mr. and Mrs. Homer Witham, September 1898, and in June 1903, Walter Kitching (originally a member of the Friends Church – Quaker – in England).

At Christmastime, the community Christmas tree and the entertainments were in the church, when each child had a piece to speak, and a share in the tree and treats, which didn't cost in all more than five dollars. The toys were often broken before the children reached home, but that didn't matter, they had had their Christmas. Old Santa had remembered them, and they were happy. Some had to go home by boat down the St. Lucie River, as we had no roads, just foot or wagon paths. The river was our highway.

I remember one Christmas as a little girl in this first church. My father was Santa Claus, and he came up and shook hands with me. After returning home, I remarked to him, "Father, Santa Claus had hands just like yours." I can see his hands now, it impressed me so.

Mrs. Charles McPherson, our first organist, served for some years.

Funerals were held in the church, or in the homes of the families. The settlers made the caskets, and the women lined them. The women also helped line an open grave with greens, ferns, etc., to help soften the look of the bare, white sand. The casket, with flowers from the gardens of their friends, was put out on an open boat, with the funeral procession going down the river in boats and up "Poppleton Creek" to the little bridge near the cemetery. From there the casket (called coffin then) was carried to Fernhill cemetery for burial, or met by an ox- or horse-drawn wagon for the coffin. The mourners and friends could walk the short distance to the cemetery. Fernhill Cemetery was started in 1906. Before that, the dead were buried near their homes.

Before the Methodist Epworth League was organized in October 1906, the community had a Christian Endeavor Society that met Sunday evenings, organized by the Reverend Thomas Tomkies, our Methodist preacher, in June 1906. All the Christian people of the town attended this service. The Christian Endeavor Society was held for some years after our Methodist Epworth, as Episcopalians and a few other church denominations had no church or other services. As the town grew, other churches were organized, and they left the Methodist Church to join their own.

Before I continue with our church history, I must tell you of the beginning of the Woman's Society of our Church, called the Woman's Foreign Missionary Society. It started with a small group of ten ladies who met in my mother's home on March 24, 1904. Their dues were 10¢ a month.

In 1907, the little First Methodist Church was outgrown, and a new, second, First Methodist Church was started, built on the corner of West 2nd Street and Avenue D (now Albany Avenue). The lot for the second church was given by Robert McPherson, Sr. The church was dedicated in March 1908 by the Presiding Elder, the Reverend E. W. Loy. It was a pretty concrete block building with stained glass windows and a little steeple with a bell. Pineapple prices in 1907 were good and the growers contributed freely.

The Epworth League Hall was built behind this church in 1909, facing West 2nd Street. This was where the church members had their Ice Cream Socials to raise money for the church, charging 10¢ a dish. In those days of no drug stores or ice cream parlors, the ladies made the custard to be frozen in a hand-turned ice cream freezer. The men and boys had the pleasure of turning the crank and cracking the ice. The coarse salt used with the ice to help freeze the ice cream was put to good use afterward, if needed. My father would put the ice cream salt – after the ice had melted, when at our home making ice cream – around our cocoanut trees. They liked it and seemed to thrive on it.

The ice cream socials were fun for all, with everyone in the community turning out to enjoy the treat, as well as the social part with contact of friends. This was also one way that the Ladies Aid Society of the church had for raising money, with suppers, musical entertainments, and plays.

As a young girl, I joined this second M. E. Church South in December 1908. The Reverend S. K. Jewell was the pastor. I am now, in 1975, the longest in membership of our First United Methodist Church of Stuart, Florida – 67 years of membership and the only one now living.

The First Methodist Parsonage was built on West 2nd Street, in Kitching Addition, in 1913. The lot was donated to the church by my parents. The location now would be next to the bus station on 2nd Street. In 1951, this Parsonage was sold and a new one built behind the third Methodist Church on the corner of West 3rd Street and Albany Avenue.

Later years, I met my future husband in this second church. I was at school in Guilford College, North Carolina, and came home for the Christmas holidays in December 1912. One Sunday, I was singing in our church choir and saw this fine looking young man, John Edwin Taylor, who had just come to Stuart from Muskogee, Oklahoma. We met and liked each other. I went back to college, and came home that summer. We were engaged on July 13, 1913.

Thirteen has always been my lucky number. When entering arrangements or other things in the Garden Club shows, I always chose Number

13 as my entrance number. It always proved lucky for me.

John and I had the same birthdays, month and day, not year — March 10. So we decided that was to be our wedding date, on our birthdays. We were married at eight o'clock on Tuesday evening, March 10, 1914, in the second First Methodist Church South — the first formal wedding — by the Reverend W. J. Bartlett, assisted by the Reverend J. B. McDonald, John's stepfather. We spent our honeymoon at the House of Refuge on the ocean. (Then called Gilbert's Bar Life Saving Station.) Captain and Mrs. Axel H. Iohansen were operating it then.

On New Year's Day, January 1, 1916, fire destroyed our second Methodist Episcopal Church South, and with it the Epworth League Hall. Some of the records were saved. An apartment two doors away caught fire and burned most of a block along with our church. We then held our church services in the Woodmen's Hall until our third M. E. Church South was built. By December 1916, we moved into the downstairs of our third church. It was built on the same lot as our second church that burned, on West 2nd Street and Avenue D. Services were held downstairs until the auditorium upstairs was finished in the early part of 1917, and it was dedicated in March.

Three new Sunday School rooms in the rear of this church were built in 1925. Also, an outside stairway was added. In 1948, a row of new Sunday School rooms was built behind the church. The Young Matrons Sunday School Class was organized with twenty-three members. My mother was one of their sponsors. Their first teacher was Dr. Abbot Morton. In later years, the word "Young" was dropped and it was just called the Matrons Sunday School Class. They were all grown up and a few not matrons, so the name changed to the Ladies Bible Class in 1968. The name

was changed again in November 1973 to the Adult Bible Class, as the men joined the Ladies Bible Class.

In 1939, the North and South Methodist churches united, so since then we are called just First Methodist Church of Stuart, Florida. In 1947, our church celebrated its 50th Anniversary or Golden Jubilee, 1895 to 1945, with a big dinner and speeches in the church dining hall.

Our first little church with the red roof and tall steeple near the rail-road, after we had outgrown it, was sold and used as a residence, cleaning shop, real estate office, and Chamber of Commerce, after the steeple was removed. Some years later, it again was used as a church, when the Episcopalians bought it in 1931 and moved it to the corner of West 3rd Street and Albany Avenue. It was enlarged both back and front, and used as a church for almost twenty years.

In 1951, the Methodists bought this property, including the building, and, back home again with its original owners, it was moved over several feet southeast on the lot to make room for our new parsonage. The first little church was then used as our Methodist Youth Center. In January 1961, the Methodists sold this property and it is now, in 1975, a Telephone Answering Service and an office next to the Telephone Company building.

In 1955 and 1956, the Methodists bought four acres of land on the Indiantown Road, adjoining Pine Manor subdivision. In November 1957, the Reverend W. Goddard Sherman, with General Chairman C. O. Rainey and a committee, made plans and started the fund-raising drive for a new church plant – the fourth First Methodist Church in Stuart. A dinner at Edenlawn Plantation on November 21, 1957, celebrated a six-day campaign, with a total of \$87,920 raised with pledges.

On October 5, 1958, Boyne McPherson, a member of this church 51 years ago, turned the first shovel of ground for the new building of the fourth First Methodist Church – the Recreation building, now called Fellowship Hall. On May 24, 1959, the last Sunday services were held in our third First Methodist Church on 2nd Street. On May 31, 1959, the first Sunday services were held in the new fourth First Methodist Church plant, the Educational building on Indiantown Road.

In January 1961, the second parsonage on West 3rd Street was sold; also our first little church, the Methodist Youth Fellowship building. In January 1962, the Methodists bought a residence in Pine Manor subdivision. It is the third parsonage. In June 1962, we bought two or three more acres of land in the rear of the new church plant on Indiantown Road. November 21, 1965, saw the dedication of our two new buildings, the church offices, and the classroom building. We moved our pipe organ from our third church and installed it in the Educational building, where we held our church services.

November 30, 1965, the Women's Society of Christian Service celebrated its twenty-fifth Anniversary. Past presidents and charter members were honored.

March 24, 1968, at the groundbreaking for our fourth Methodist

Church Sanctuary, I was honored to shovel the first shovelful of sand. On April 23, 1968 in Dallas, Texas, the Methodist Churches were united, so our First Methodist Church is now called the First United Methodist Church of Stuart, Florida.

On February 16, 1969, I had the honor, with my husband, John E. Taylor, and the Reverend Allen Stuart, of laying three bricks from the original foundation of our first little church in 1895, on the front steps of our

fourth church, at 1500 Colorado Avenue.

The first services in our new sanctuary were held on February 23, 1969. This was the wedding date of my parents, Walter and Emma Kitching, in 1894. Our little great-granddaughter, Josephine Marie Paradise, was baptized on February 23, 1969, at the first services in this fourth church. Four generations of our family have been active and supported these four First Methodist Churches in Stuart.

The official opening and Passing of the Keys ceremony in our new church was March 2, 1969, with open house and guided tours in the

afternoon.

On December 7, 1969, the Reverend Dr. James Henley, Methodist Bishop of Florida, conducted consecration services in our new sanctuary. The value of this sanctuary, which will seat seven hundred and fifty people, is in excess of \$350,000. The Reverend Allen Stuart and his wife,

Ann, gave the cornerstone.

The Reverend Dr. J. H. Downey is the present (1975) pastor and the Minister of Visitation is the Reverend Morris McCastlain. Others on the staff are: Mrs. Osann Wood, music director and church organist; pianists, Mrs. Justine Menninger and Mrs. Betty Lambeth; church secretary, Mrs. Florence M. Landry; membership and finance secretary, Mrs. Dorothy C. Wise; assistant treasurer and bookkeeper, Mrs. Peg Swann; kindergarten director, Mrs. Ann Melton; church greeter, Mrs. Dorothy Perry; and church maintenance, Lester Ellis. Our youth activities include Love's Disciples, a musical group of young people with Mrs. Sharon Crandall as their director.

This fourth Methodist Church, with 1,361 members in 1975, has two Sunday morning preaching services.

By Mrs. John E. Taylor

All Saints Episcopal Church

Back in 1899, when part of Jensen Beach was known as Waveland, and the Florida East Coast Railroad timetable showed such stations as Eldred, Ankona, Eden, and Rio – when pineapple growing was "big business" along the "ridge" – an Episcopal Mission was established on one of the highest spots along the westerly edge of the Indian River. The cornerstone was laid December 5, 1898, with consecration on February 19, 1899, by the Right Reverend William Crane Gray, then Bishop of the Diocese of South Florida. Known as All Saints, Waveland, it was the first church available to a community which was just graduating from river

transportation and the sand road stage of the Old Dixie Highway.

It is possible the tree-dotted site was selected to provide a landfall for river shipping down the Indian River. Those were the days when the railroad was supplanting the Indian River traffic for mail and commodity delivery.

Quite naturally, All Saints, Waveland, had a transitory existence in those pioneer days. Sometimes it was virtually closed. Still, the churchmen who officiated were constant in their faith and truly missionaries in

their efforts to spread the word of God in the community.

From the time of consecration in 1899 until its acceptance as a Parish in 1961, All Saints has enjoyed the distinction of being the oldest Mission, yet the youngest Parish in the Diocese of South Florida. Church records establish landmarks in the names of some members who were baptized, confirmed, married, and in some instances, buried from its altar.

When hurricanes came, All Saints, Waveland, was a tribute to the sturdy construction of the early builders, withstanding the ravages of weather and now of time. Only the severe hurricane of the late forties disturbed that stability, when by the heroic efforts of loyal church members the building was put back as good as ever.

Today, All Saints serves the communities from Ankona to Rio.

Communicants from Stuart traveled by boat to Waveland, landing at the Touissant dock and walking from there to the church. Services were held once a month by Archdeacon B. V. Brown, who came from Titusville, first by boat and then by train after the railroad was put through.

The nucleus of the congregation of All Saints consisted of twelve families totaling forty-two persons. The congregation began to grow as more settlers came to the surrounding area, and the mission was ministered to by the priest of the Fort Pierce church after it was built.

As Stuart increased in growth the communicants of that area found it increasingly difficult to come to Jensen because of difficult transportation and so established their own mission. In 1926, they purchased a church building and it was dedicated in 1932. When it was established, the communicants of Stuart moved their membership from All Saints thus bringing a sharp decrease in attendance. The priest appointed to St. Mary's in Stuart ministered to All Saints, which continued with once a month services until the early 1940s when regular services were discontinued, services being held only on special occasions.

In 1950, communicants of All Saints again joined to open the mission, employed the services of a retired priest and began holding regular weekly services, with attendance averaging twenty people. The mission was self-supporting but not financially able to employ a resident priest. Through the following five years the congregation relied on seminary students and retired and vacationing priests to minister to it. During this time a vicarage was built on the church property.

A full-time priest was employed in 1958 with the help of the diocese. The mission then numbered fifty-three communicants. With the new growth the membership roll increased to approximately one hundred seventy-five in January 1964, and the present figure is three hundred and fifty.

In 1960, the mission applied to the diocese to become a parish and was accepted as such. Additional property was acquired and a new rectory and parish hall completed. The hall was the first step in an approved ten-year building program to be completed before 1970. The church building was moved a few hundred feet to the top of the hill, and just to the right of the cemetery road, where it stands in its original beauty as one of the few remaining landmarks of the pioneer era.

By Allen F. Brewer

St. Mary's Episcopal Church

The history of St. Mary's Episcopal Church is as unique as the community in which the church grew.

St. Mary's in Stuart and All Saints Episcopal in Jensen Beach spring from common roots in the territory.

An Episcopal mission at Waveland, now Jensen Beach, near where All Saints Church stands today, existed briefly in 1893. The mission lasted for five years and church records mention only a small group of members. The church was temporarily dissolved about 1898. In 1902 a new mission, formed and named All Saints, has flourished to this day.

The St. Lucie River, as in all aspects of Martin County history, played a major role in the development and growth of St. Mary's. Because there was no bridge, the Episcopalians on the south side of the river, who had been obliged to travel by boat to attend the church at Waveland, eventually formed their own congregation in 1903.

That first group of worshippers met in various homes in the Stuart area. One of the first religious services was held in a building at 401 South Atlantic Avenue. The Stuart-area church-goers were motivated in part by the priest-in-charge of All Saints, the Reverend A. H. Tyrer. He evidently felt that a church should be founded in Stuart, for records of a church called "Santa Lucia" appear in 1925.

The Reverend Mr. Tyrer sponsored the new church and land was donated by Carroll Dunscombe, a local attorney. It was to be located in the Broadway section. Some \$5,000 was promised for the purchase of an organ for the new sanctuary, and many other plans were made. The church, however, never came into being.

During the 1920s, most of the Episcopal church work was done through All Saints in Jensen Beach. A congregation met in the old Christian Endeavor building in Stuart, and was served by a traveling priest from Fort Pierce. When no priest was available, the church was kept going by lay readers.

In 1927, J. C. Hancock, father of C. Frederick Hancock, and Commodore Stanley Kitching donated a tract of land to the church and the congregation purchased the building in which it had been meeting. The structure was moved to the new land on West Third Street, near the Federal Highway.

Acquisition of the property had been made possible also through the help of the late Harry Dyer, father of Judge Harry A. Dyer. He sold the property to the church for one-half of its value.

The building, which once stood on the north edge of town, had served at various times as a meeting house, a newspaper office, the Chamber of Commerce offices, and a fruit store. On January 22, 1932, the Right Reverend John Durham Wing, bishop coadjutor of the Diocese of South Florida, consecrated it as a church.

Gifts amounting to thousands of dollars enabled the little church to make improvements quickly. The donations came from Mrs. William Barstow of Hobe Sound among others. Members of the congregation, including Mr. and Mrs. Charles H. Rue of Stuart, donated time and money to establish the church.

The existing structure of St. Mary's Church, on Hospital Avenue at East Ocean Boulevard, was built in 1949 and 1950. Ground for the new building was broken in September of 1949. The land for this church was a gift from Mrs. Barstow. In November the cornerstone was laid, and the building was dedicated in April of 1950, and consecrated by Bishop Henry I. Louttit, coadjutor of the diocese. The Reverend George P. Huntington was priest of St. Mary's and St. Monica's, the Episcopal church of the black community.

In 1959, the members of the church voted to become a full parish, with the approval of the annual church convention. This historic date gave St. Mary's Church independence and cast off the mission status under which it had grown to maturity since the turn of the century. A new Sunday school, educational building, and office were opened in 1959. Other work, such as the construction of the patio and porch on the front of the church, and interior changes were made during this period.

The Reverend Arthur A. Smith, the present rector, came to St. Mary's in August of 1964. During the intervening years the church has continued to grow, physically and numerically. A new and more modern rectory has been secured and a large addition has been constructed, containing a Parish Hall, a well-equipped modern kitchen, offices, and a workshop for the Episcopal Church Women, completed in the spring of 1974.

In January 1975 Father Smith was named Dean of the North Palm Beach Deanery, and his new designation is the Very Reverend Arthur A. Smith.

Jensen Beach Baptist Church

The Jensen Beach Baptist Church was constituted on the fourth Sunday in January, 1905, with the Reverend E. E. Woodson, a missionary of the State Board, its Presbyter.

Charter members were W. D. Edwards, C. H. Munch, J. W. Baker, F. C. Munch, and J. W. Hull. The ladies were Emily L. Munch, Mary Richards, Laura Hull, C. E. Baker, and R. S. Blocker. Deacons were C. H. Munch and J. W. Baker, treasurer, W. D. Edwards, pastor, the Reverend

E. E. Woodson, and clerk, J. W. Hull. When Hull resigned, Frank C. Munch was elected to his post.

The Reverend Dr. McCall assisted the pastor in a series of meetings. H. W. Munch, Harrell Blocker, Ida Blocker, Edith Edwards, and Bessie McGee were received for baptism; and Mrs. H. Love joined in November by letter.

On November 25, the church gave \$27 to the State Missions; \$275 to Foreign Missions; and \$75 to Pastor Woodson, for a total of \$377.

On December 24, 1905, it was decided that a church should be built while regular services were held every fourth Sunday of the month. The building committee negotiated to purchase property on Church Street from Mrs. R. R. Ricou. Five hundred dollars was raised by subscription and fifty dollars in cash. The church was to be built of concrete-stone with a rock foundation; and Pastor Woodson was retained for 1906.

In 1907, without a pastor, work and services went on. Three hundred blocks of stone were made for the building and the Reverend H. H. Sturgis, and State Missionary Colonel Porter preached a few times during the winter and spring, with the Reverend J. S. Geiger, State Missionary, filling in during July and August. In October, Annie Laurie Munch was received into the church by baptism, and the stone work was completed.

In 1908, the Reverend J. W. McNamara was elected pastor for the sum of seventy-five dollars a year, and the congregation numbered fourteen, but again in 1909 there was no pastor.

fourteen; but again in 1909 there was no pastor.

In 1910, on March 6, the Reverend S. L. Loudermilk, a missionary, established regular services to be held the second Sunday of each month. A meeting was held after the May 8 services and Brother W. D. Edwards was appointed permanent clerk and given one dollar and a half with which to purchase a "permanent record book."

When it seemed impossible to complete the church, the Ladies Aid Society took hold and finished the job, receiving the deed when it was given.

By March, 1912, the church started in 1905 was completed as a Union House, taking some seven years, an assortment of pastors, and a great deal of hard work. By 1917, the pastor was being paid seven hundred twenty dollars a year and the church was firmly established.

The First Baptist Church of Jensen Beach is now located on Commercial Street with the Reverend Ronald A. Hazlett as pastor. Many descendants of the early Indian River pioneers are attending this church founded by their grandparents.

The First Church of Christ, Scientist

Late in 1912, after Vivian and Edward Mapp arrived and were settled on the St. Lucie River, they met Mrs. George J. Backus and, finding her also interested in Christian Science, the three began reading the lessons together on Sunday mornings in each other's homes.

The only mode of transportation was by boat, and soon Christian Scientists who were arriving from other areas learned of the meetings and would go by motor launch up the river to the Mapps. Among those traveling by water were Mr. and Mrs. John F. Moore, and Mr. and Mrs. George S. Chesterman.

The first in-town Science meeting was held at the home of Professor J. R. Pomeroy on October 13, 1918. Present were Mr. and Mrs. Frank L. Young and their daughter, Mrs. Denkert, Mrs. Maude Lane, Mrs. Emy

Allen, Mr. and Mrs. J. A. Strain, and Mr. and Mrs. Pomeroy.

Travel difficulties continued, requiring quite an effort by those who lived miles away from Stuart on the river; but on January 9, 1919, the first meeting in the Stuart Woman's Club was held, and the group continued to meet there until meetings were moved into Woodmen's Hall on July 12, 1922, at the Coventry Hotel in Stuart. The decision was reached to establish a Christian Science Society of Stuart. There were eighteen charter members.

Immediate recognition of the new organization was given by the Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts, and the undertaking was on.

In 1923, the Society purchased two lots in the Bessey Addition, but when Highway U. S. 1 was proposed in 1926 the site became unsuitable and the property was sold for \$1,000 in cash.

Still meeting in the Stuart Woman's Club through 1927, the Society grew and opened its first Reading Room in an old building that had once

been a cafe, remodeling the building for such use.

With the failure of the Stuart banks in 1926 (the Society lost \$486.44), the collapse of the stock market, and the ensuing depression, the Society continued to hold its own. By 1937, things had improved to the point where the Society entered into a contract to purchase the building it was using. In 1942, with help from the Corrish Fund, and the Mary Baker Eddy Fund, having purchased the lots on Fourth Street (now East Ocean Boulevard) the new church was begun.

In 1953, having fulfilled all the necessary requirements for becoming a branch church, the Society became officially the First Church of Christ, Scientist, of Stuart, Florida, at its present location.

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Salerno Southern Methodist Church
A little more than sixty years ago a small but dedicated group of people decided to start a new church in Salerno. The year was 1912, and the place of meeting was the home of Mrs. Joe Kling. Attending this initial service were Mr. and Mrs. J. K. Clark, Mr. and Mrs. G. Gere, Miss Lora Gere, Mr. and Mrs. J. L. Kishpaugh, Mrs. Joe Kling, Genevieve McCallum, Mrs. Jennie McCallum, and Mr. and Mrs. Benjamin Mulford.

The Reverend W. J. Bartlett of the Stuart Methodist Church served as pastor from 1912 to 1914, and services were held in a one-room school in Salerno. If the members wished to be seated, they had to take their chairs.

They also had to provide lighting, as there was no electricity.

A community Sunday school was organized in 1914 by a Free Methodist evangelist, the Reverend Mr. Reynolds, and Mr. Gage became the first

superintendent. This Sunday school, held every Sunday morning, served the entire community for some time.

In 1915, the Reverend H. T. Galloway, pastor of the Stuart Methodist Church, helped to organize the Salerno Church and also conducted afternoon services twice a month. The church was called the First Methodist Episcopal Church, South. These were difficult years for this small group, as many people left Salerno during World War I for military service or work in war industries. However, the remaining few were faithful and were greatly encouraged when Mr. Mulford, founder of Salerno, and his wife, Elizabeth, deeded Lot 4, in Block 34, a subdivision of Lot 12 of the Commissioners, subdivision of the Hanson Grant, to the trustees, Jasper K. Clark, Clinton M. Ward, and George B. Osborn, on December 2, 1916, as a site for a church building.

In 1922, when Palm Beach County built a new school, the church purchased the old school building and moved it to the church lot. E. G. Bassett, a member of the school board, was influential in arranging this purchase. The indebtedness was soon liquidated, largely through the efforts of W. H. Earle, a steward of the church and a Salerno merchant, who raised the money through wholesale houses with which he had business dealings. He also gave a personal note for the balance of the debt, which was soon paid off by the members. Seeing the need for a pulpit, Charles Pierson of Westfield, New Jersey, had a pulpit shipped from a chapel in Westfield in 1925.

C. S. Clayton built the altar, and the people continued to bring their own chairs until the church was able to purchase folding chairs.

Dr. J. D. Sibert, pastor in 1926, and Dr. Ira Barnett, presiding elder, arranged for Salerno and Jupiter to be made a separate charge with the Reverend C. H. Voss as pastor. The following were the first members of the church after it was made a separate charge: Mrs. C. B. Battin, Mr. and Mrs. J. K. Clark, Mrs. Edna Coutant, Mrs. E. E. Ferrin, Ervin Ferrin, Howard Ferrin, Mr. and Mrs. G. Gere, Miss Lora Gere, Mrs. Eleanora Pank, Mr. and Mrs. A. D. Osborn, Mr. and Mrs. George Osborn, Mrs. Ada Snyder, and Mr. and Mrs. Walter M. Wood.

Mr. Clark was the first trustee of the newly organized church, and Howard W. Ferrin, at sixteen, followed Mr. Gage as superintendent. Howard later became Dr. Ferrin, an able preacher and president of Providence Bible College in Providence, Rhode Island.

George Osborn, who came to Salerno in 1914, served as a member of the Board of Stewards and a trustee, and was active in several building programs. In 1919, he married Miss Trula Longbottom, a school teacher in Salerno, who also took an active part in the Sunday school and church. She was Sunday school superintendent, teacher, pianist, secretary-treasurer of the church, and president of the missionary society.

During the three years of the Reverend Mr. Voss's ministry (1926-1929), he greatly strengthened the Sunday school and also organized Wesley Classes among the adults. All the teachers enrolled in Standard and

Cokesbury work courses in order to become more effective in teaching graded classes. Under the direction of Mrs. Warren (Genevieve) Merritt, superintendent, the primary department expanded until it was necessary to add another room to the east end of the church. The men of the town donated their labor for this project. The Sunday school enrollment was forty pupils and four teachers.

By 1930 Salerno Church had thirty-six members, an Epworth League, a missionary society, a cradle roll, a home department, and a Sunday school of one hundred members. The stewards of the church were C. S. Clayton, E. D. Johnston, Mrs. J. J. McCallum, George B. Osborn, Sr., Mrs. E. P. Pank, and J. P. Wilbar.

The pastor who served this church the greatest number of years was the Reverend F. L. Crowson (1932-1949). Under his leadership the church withdrew from the Methodist Episcopal Church on December 3, 1934, adopted the name of Salerno Christian Assembly, and functioned as an independent organization. The trustees at this time were C. S. Clayton, Warren Merritt, and Earl Johnston. As the Reverend Mr. Crowson grew older, he became concerned because the church had no affiliation with a denomination that could supply pastoral leadership. After investigating the various denominations, he and the church leaders concluded that the Southern Methodist would be the most suitable. Thus, in 1946, the church joined the Southern Methodist denomination and became Salerno Southern Methodist Church. A list of members in September 1946, included: Mrs. Jennie Anderson, Mrs. C. B. Battin, Mr. and Mrs. J. K. Clark, Mr. and Mrs. Clifford Clayton, Mrs. Edna Witham Coutant, Charles Davis, Mrs. W. H. Earle, J. W. Faubrother, Mrs. E. E. Ferrin, I. E. Ferrin, Mr. and Mrs. G. Gere, Miss Lora Gere, Mrs. James Johnson, Jennie Johnson, Mrs. Jennie McCallum, Warren Merritt, Mrs. Warren (Genevieve) Merritt, George B. Osborn, Sr., Mrs. George (Trula) Osborn, and George Osborn, Jr.

Also Mrs. Elenora O. Pank, Mrs. Fred (Madeline) Pedersen, Mrs. Owen (Rosa) Quigley, Jesse Quigley, Myrtie E. Parker, Thomas P. Robertson, Mrs. Annie Robertson, Andrew E. Robertson, Misses Annie P. and Elsie P. Robertson, George Robertson, Margaret S. Robertson, Mary E. Robertson, David D. Thompson, Mrs. David D. Thompson, Mrs. Martha Whittle, Mr. and Mrs. Josiah P. Wilbar, Elizabeth Wilbar, Raymond Wilbar, and Mrs. Walter M. Wood.

Some of the early members are still active.

Mrs. Genevieve Merritt, the member who has been here longest, moved with her family to Salerno in 1911. With her mother, Mrs. Jennie McCallum, she attended the first service of this church in 1912. Her contributions to the church are many and varied.

In December 1914, Mrs. Elenora Pank, niece of Benjamin Mulford and sister of George Osborn, moved to Salerno with her daughter, Mildred. Mr. Pank had died in March, 1914. Mrs. Pank joined this church soon after her arrival and maintained an interest in it through the years. As long as she lived in Salerno, she was a Sunday school teacher or super-

intendent. In 1920, she moved to Fort Pierce, but for years came back to Salerno Church on weekends. Now, at the age of eighty-five, she continues to send gifts and to pray for Salerno Southern Methodist Church.

In 1923, the DeLoach family moved from Georgia to Salerno. Rosa DeLoach Quigley has attended this church for fifty years and has been a member since 1934, serving in various capacities. Her gifts include the present communion service and one of the sanctuary pews. From 1965 to 1968, she and Mrs. Mark (Ellen) Witham engaged in a survey visitation that covered the entire area between the Federal Highway and the railroad, St. Lucie Avenue and the north limits of the village.

Mrs. Quigley's sister, Madeline DeLoach Pedersen, has also been a dedicated member of the Board of Stewards, a Sunday school teacher, president of the missionary circle, and a communion steward. Both she and Mrs. Quigley have donated many hours of labor in caring for the church buildings. At the New Tribes missionary training center in Waukasha, Wisconsin, she served for some time as a house mother; and at Brookland Plantation, a boy's ranch in South Carolina, she was a general helper for a year. For three and a half years, she was dormitory mother at Southern Methodist College in Orangeburg, South Carolina.

Mrs. Pedersen's daughter, Winifred Thompson, has served as Sunday school teacher and church pianist. Her son, John Pedersen, and his wife, Pat, joined this church in 1963 and later served as Epworth League counselors. John was also a member of the Board of Stewards.

In 1925 Mr. and Mrs. J. P. Wilbar of Pennsylvania, moved to Salerno, where they bought and operated a grocery store. From the first they attended this church and soon became active, dedicated members. Mr. Wilbar became the first church treasurer, and for many years has served as a trustee and member of the Board of Stewards. He also assisted in the building of the parsonage and the north educational wing. Mrs. Wilbar (Jennie) has served as president and secretary of the missionary circle, church secretary, secretary and treasurer of her Sunday school class, and communion steward. The Wilbars have carefully preserved early church records and deeds which are invaluable. For forty-eight years they have loyally supported this church with their gifts, prayers, and talents.

The first addition to the original church property came as a gift from Miss Lora Gere, one of the charter members who had moved to Lake County, South Dakota. On September 3, 1936, she deeded to the Sunday school trustees, W. L. Merritt, Earl D. Johnston, and C. S. Clayton, Lot 13, Block 21, subdivision of the Hanson Grant. This property is directly across the street from the present church building and for many years the building on it was used as Sunday school rooms. The building was razed in 1972.

Two additional lots, purchased at auction on May 1, 1944, for \$81.02 from Dixie Park Salerno Development, Inc., were Lot 5, Block 34, and Lot 14, Block 21, in the same subdivision listed above. The north educational wing stands on the original lot (4) and the church building and the east educational wing are on Lot 5. At the present time, Lots 13 and 14, Block

21, are used for additional parking space.

The first building program initiated during the ministry of the Reverend Durward Knight (1954-1964), resulted in the addition of Sunday school rooms and restrooms to the north side of the original sanctuary some time in the 1950s. Some of the men who worked on this project with the pastor were Charles Davis, Andrew Hausenbauer, Warren Merritt, George Osborn, George Osborn, Jr., and Joe Sawtell.

On April 8, 1957, Mr. and Mrs. Anthony Victor of Horseshoe Point, deeded to the Church trustees, W. L. Merritt, George Osborn, and J. P. Wilbar, the lot on which the parsonage was erected near the intersection of Victor Lane and Post Road. These men, with the pastor, Charles David, Mark Witham, and many other members and friends, completed the parsonage debt-free in 1958. The Knights were the first occupants.

Plans for a new church edifice were drawn up by Keith Bowen, now a missionary in New Guinea. With the Reverend Charles Bennett, now a Southern Methodist missionary in Mexico, Mr. Bowen directed the construction. Many men and women of the church and community worked long hours before the building was completed. Also, winter guests lent helping hands in this building project. On the day of dedication, May 21, 1961, members and friends pledged the entire cost of the pulpit chairs, pulpit desk, and pews for the sanctuary. The donors' names are inscribed on metal plates on the various items of furniture.

The first wedding performed in the new sanctuary was that of Miss Ann Merritt and Winston Woodson on March 18, 1961, the Reverend Mr. Knight officiating. The first funeral was that of George Osborn, on August 21, 1962, conducted by Mr. Knight and the Reverend Charles Bennett.

When the Reverend Mr. Bennett was pastor (1964-1966), an educational wing was erected at the rear of the present church. The Reverend Keith Bowen, chairman of the building committee, worked with the pastor and men of the church and community in the construction of this wing, which now houses the primary department.

Another building program was undertaken under the pastoral leadership of the Reverend Richard Blaine (1969-1971). The original part of the old church building, purchased in 1922, was razed and a new structure attached to the remaining portion to form a new educational wing north of the sanctuary. Richard Johnson, Robert Johnson, Jack Saunderson, Gilbert Thomas, J. P. Wilbar, and other men of the church and community helped to complete this project.

During the pastorate of the Reverend William A. Atchison (1971-1973), a concern arose regarding the need for Sunday school rooms, paneling, carpeting, and draperies in the new educational wing. Consequently, Clarence (Pete) Arnold, Winston Woodson, and Gail Barnard set off the kitchen and finished three Sunday school classrooms in the north and south ends of the building. Mr. Arnold also donated six metal tables for use in the fellowship hall. The Sunday school is a very vital part of the church program. Under the leadership of Sunday school Superintendent Winston

Woodson, twelve teachers serve the various classes.

In November 1971, a Children's Church was initiated under the capable leadership of Mrs. Genevieve Merritt. More recently the church nursery was painted and refurnished and put under the direction of Mrs. Jo Black. Another area in which the church has served the community is Vacation Bible School, which has been conducted for twenty-five years. For many years Mrs. Merritt was the director, and for the twenty-fifth session her daughter, Mrs. Winston (Ann) Woodson, was director.

The Epworth League has functioned faithfully and effectively through the years. Lloyd Johnson is president of the united Epworth Leagues on the local level. The adult division, of which Mrs. Rosa Quigley is president,

provides a Bible study fellowship each Sunday evening.

The impact of a dedicated church can probably never be fully recorded or even known. Spheres of influence go out in many directions. Some of these are observable, while others escape human attention. This church has had a vital role in Trover Boys' Ranch, which was founded by Mr. and Mrs. Mark Witham and others. The Withams, their son, Douglas Witham, and George Quigley are on the Ranch Board. Superintendent Woodson, and his wife Ann, provide leadership and parental care for the Ranch, the interesting and challenging motto of which reads, "Lend a hand to build a man."

This church has given four of its sons and their families to the ministry at home and abroad. They are the Reverend Howard W. Ferrin, President of Providence Bible College, Providence, Rhode Island; the Reverend Vernon Ralph Merritt, Southern Methodist minister; the Reverend and Mrs. Charles Bennett, missionaries to Mexico; and Mr. and Mrs. Keith Bowen, missionaries to New Guinea. In addition, three members who have served or are serving in Child Evangelism Fellowship are Mrs. Genevieve Merritt, Mrs. Jackie Arnold, and Mrs. Thelma Karlson.

On Sunday, March 18, 1973, the mortgage on the Salerno Southern Methodist Church was burned. Mrs. Rex (Vivian) Andrews has been trea-

surer of the church for four years.

Note: This material was furnished by Mrs. Judy Johnson, Mrs. Genevieve Merritt, Mr. and Mrs. George Osborn, Jr., Mrs. Elenora Pank, Mrs. Rosa Quigley, Gilbert Thomas, Mr. and Mrs. J. P. Wilbar, Mr. and Mrs. Winston Woodson, and culled from church deeds and documents.

St. Joseph's Catholic Church

During the 1900s there was no Catholic church in the Stuart or Jensen Beach vicinity, and the handful of Catholics living in the area had to travel to West Palm Beach to attend Mass.

In January of 1915 Mass was said at the home of Mr. and Mrs. John Zarnits (address unknown). Their front porch was used as the chapel and eleven persons attended this first Mass offered in Martin County. Later, Mrs. Zarnits made a visit to St. Ann's church in West Palm Beach and prevailed upon Father Bristan to come to Stuart twice monthly to say Mass.

As the congregation grew and it became necessary to build a church, George Zarnits donated a lot on Cleveland Street. There the first Catholic Church was erected, the first Mass being said Sunday March 19, 1916 – St. Joseph's Day – from which the church took its name; thirty-five people attended.

The building on Cleveland Street was used until 1947 when a larger building was needed to accommodate the members. Mrs. Margaret Malloney Richie had donated land on Fourth Street for the church and on

Osceola Street for the rectory.

Mrs. Richie in May 1944 deeded to Bishop Joseph Hurley of the Diocese of St. Augustine, the land for St. Joseph's Church located in the Oak Park subdivision of Stuart, now the site of the Stuart National Bank.

A community chapel used at Camp Murphy during World War II was secured in 1947 and moved to the Fourth Street Rectory, with the first Mass in the new chapel said on Thanksgiving Day.

In 1949 headlines around the nation gave notice of the marriage of Mayor William O'Dwyer, of New York City, to Miss Sloan Simpson in

Stuart at the St. Joseph's Rectory.

In February of 1959 disaster struck: fire, caused by a malfunctioning oil burner, all but demolished the church and once again the Stuart Woman's Club came to the rescue. Services were held there while plans were made for a new church.

On July 22, 1961, the Archbishop of Miami, the Right Reverend Coleman F. Carroll, made the official dedication of the new St. Joseph's Catholic Church and four-room school, with the Reverend Noah Brunner as priest in charge. The present pastor is (1975) the Rev. Matthew Morgan.

So large has the denomination grown since 1915, with needs in other areas, that St. Christopher's was established in Hobe Sound, and in 1967 ground was broken for the Holy Cross parish in Indiantown, and in 1973 the formation of St. Martin's parish, to serve the Jensen Beach area. At this writing St. Martin's meets on Saturdays at the Jensen Community Church, with Mass on Sundays in the beautiful Chapel of Florida Institute of Technology on the Indian River, formerly St. Joseph College of Florida. St. Martin's pastors have been Father Jerry Morris, Father Edmund Czarnecki, with the Reverend Michael Patrick Sullivan now in charge.

First Congregational Church United Church of Christ of Palm City

In 1920, there arrived at the Palm Villa Hotel, Palm City, a frail little woman, convalescing from a long illness – Miss Lucy T. Ayres – who later was called the "Little Minister." She was a graduate of the Bible Teachers Training School, now the New York Theological Seminary. Miss Ayres taught a Bible class there until forced to retire because of ill health. She came to Palm City, as she said, "to die."

Miss Byrd Coffrin (later Mrs. M. Trenham), daughter of the hotel proprietor, suggested the possibility of a church. A service was called for Sunday, January 23, 1921, in the Woman's Club building. There were seventeen people at this service, and the first collection was three dollars and twenty-four cents. This was the beginning of the Church Building Fund. By Easter, the sum had grown to seven hundred and twenty-five dollars. A prayer circle was formed at the home of Mrs. Amelia Hall. The Sunday school was organized, and definite steps were taken for a legal Church organization.

The late Reverend Mabel Guam Stevens of St. Augustine, came to Palm City on April 10, 1921, for this purpose, as Miss Ayres was not an ordained minister. Thus, the Bible Union Congregational Church came into being. There were twenty-six members. A constitution and by-laws were adopted, a statement of belief accepted. Officers forming the advisory board were elected. The State Superintendent, The Reverend Waldron, assisted by the late Dr. Lillian B. Fulton of Lake Worth, officiated at the first Communion service.

On April 11, 1921, the following officers were elected at a regular business meeting: Mrs. Lauretta K. Gaede, superintendent, Byrd Coffrin, clerk, J. E. Lower, treasurer, C. Shotwell and George Jones, deacons, and Elmer Smith, R. H. Maxwell, and C. C. Chillingworth, trustees.

The summer of 1921 was a busy one. The lots on which the Church stands were given by C. C. Chillingworth, president of the Palm Beach County Land Company. Mr. Chillingworth also incorporated the Church under the state law. The charter and deeds were delivered in September.

Many were the free-for-all work days, when the men of Palm City and farms (some who had never had an interest in the Church before) came, cleared the lots, made blocks, and built. The women of the community bought blocks at twenty-five cents each, and served meals in the Woman's Club House. The first block was made September 24, 1921; the cornerstone laid on October 23, 1921. The Church was dedicated December 18, 1921, and Miss Ayres terminated her work at this service.

The Reverend James Parker was the first minister of the Church.

Miss Ayres returned in July 1922 for her ordination to the ministry. After opening the service, the Reverend H. H. Jones turned the hour over to Miss Ayres. She expressed great satisfaction in her work at Palm City and presented the pulpit to the Church. It was a gift from the Reverend Mabel Guam Stevens, honoring Miss Ayres. Miss Ayres gave the first Pulpit Bible; it had been used by her father for fifty years.

The history of the Church from the beginning has been one of love, labor, and sacrifice. The first piano was a gift from the members, one woman giving her egg money. Roy Betsicover of Cleveland, Ohio, made the first communion table, donating his pay of ten dollars to the piano fund. The first pews were made by Steve Blasko.

The 1928 hurricane destroyed the Church. The story of rebuilding the Church, as told by Mrs. Parker is as follows: Dr. Gillette, state superintendent, made a special appeal to friends...receiving \$721.31, and \$735 was raised by the Church and other friends. The Mission Board made an appeal nation-wide and Palm City received four thousand dollars. A total

of \$5,456.31 collected, of which \$309.08 was lost in the bank failure in Stuart, leaving a balance of \$5,147.23, the amount of cash spent on building for reconstruction. The Reverend Mr. Parker made an invoice on Church and contents, evaluating them at \$8,951.50. The piano was renovated by a man in Fort Pierce who had worked in a piano factory. The pews, pulpit, and communion table were saved. They had been placed in the Leighton Building, which was also destroyed in the hurricane.

The masons, plumbers, and electricians donated fifty percent of their wages; the carpenters and plasterers donated from thirty-five to fifty-five percent; others fifteen percent. The then going wage was the amount used in figuring what they donated. The blocks used in the original foundation and floor were used in the new church. The ceiling lumber in the ends of the Sunday school room were salvaged from the Woman's Club building, thus forming a permanent link with the place where the church was organized. Many of the books, chairs, light fixtures, dishes, and silver, were from the Woman's Club.

The church board had planned to put in yellow glass windows in the Sunday school room and in the sanctuary, but one member objected to putting yellow windows in the sanctuary, saying it would not make for a beautiful, worshipful church. When asked where the extra money would come from, she said, "It will come, if it's right." She and others prayed and wrote letters. The money came from relatives and friends in New York, New Jersey, and other places. The lovely glass windows were installed and the comment often heard was, "This church prays."

The cornerstone of the reconstructed church was laid December 30, 1928. The lettering, done by Mrs. Jolly Bozone, shows her fingerprints.

In 1936, the church purchased a school bus for the Sunday school, which was the *first* Sunday school bus in this state.

In 1959, a fund for new Sunday school rooms was started by the superintendent, Mrs. Hannah Teppe. Classes purchased blocks at twenty cents each. Lots in back of the church were purchased in 1959. The new nursery building was started under the direction of Myrlen Mead and Everett Christman, with volunteer help.

In the 1960s, the first outdoor worship center by the river was constructed by the young people, the church property was resurveyed, corporation papers were finally completed and accepted along with the new constitution and bylaws for the "United Church of Christ (Congregational)."

The estate of the late Bernice Stevens was settled and a new parsonage was built on the lot adjoining the old parsonage. This lot was purchased and given to the church by Mr. and Mrs. Victor Conklin. The dedication of the Stevens and Conklin Memorial Parsonage was held August 30, 1970.

The youth of the church took the job of rebuilding the outdoor worship center. They added an altar in front of the cross and landscaped it with flowers and shrubs. The outside altar was dedicated to the Reverend Dr. Richard L. Alexander, as a living memorial.

The following ministers have served this congregation: Reverend James

E. Parker, 1922-1924; Reverend Miss Ruth Sergeant, 1924-1927; Reverend James E. Parker, 1927-1934; Reverend H. H. Jones, 1935-1936; Reverend Edwin S. Shaw, 1937-1939; Reverend Thomas Alva Stubbins, 1939-1940; Reverend Dr. Charles Laidman, 1940-1941; Reverend Loring B. Chase, 1941-1945; Reverend Harrison L. Packard, 1945-1947; Reverend Wallace H. Sterns, 1947-1950; Reverend Alexander M. Meikle, 1950-1953; Reverend Lawrie J. Sharp, 1953-1964; Reverend William E. Wilson, 1964-1967; Reverend Dr. Richard L. Alexander, 1967-1972. The Reverend R. A. Potts is the present minister.

The church is looking forward with anticipation to the construction of an addition to the present building, a sanctuary, parlor, and office facilities.

First Baptist Church

The First Baptist Church of Stuart was organized October 15, 1923, with seventeen charter members. The original church lots were purchased by the Florida Baptist Convention on January 18, 1924, for \$2,100, and later deeded to First Baptist Church of Stuart. Ground was broken for the church building on January 20, 1925, and the first service was held on May 15 of that year. Total cost of the church and equipment was \$25,000. During the time that the church was being built, meetings were held and organizations formed.

An educational wing added to the original structure was completed on December 4, 1949. On May 22, 1966, formal dedication services were held for the present sanctuary, offices, and educational departments. The present building seats one thousand in the sanctuary, houses an office suite, two adult departments on the second floor, and four children's departments on the third floor. The old sanctuary has been turned into a recreation room for the youth of the church and community. The basement of the old building is used as a Fellowship Hall, and the kitchen has been remodeled with up-to-date equipment.

The remaining portions of the original church building and the educational wing are used for Sunday school departments, and for the Child Development Center (day care and kindergarten) which was opened on October 1, 1973. In 1974 the church started a Christian Day School, which provides a much-needed service for the community, and puts the facilities to use on a daily basis.

The objectives of the church are accomplished in many ways...state, home and foreign missions...active Sunday school and church training departments...and Woman's Missionary Union.

The staff includes: Clinton C. Marlow, pastor; L. C. Campbell, Jr., associate pastor; and Mark E. Silkey, minister of youth. Former pastors, beginning in December 1924, were: The Reverends H. C. Englis, E. A. Burnett, U. E. Reid, R. D. Carrin, L. E. Thomas, H. B. Reynolds, Phil Maxwell, Ralph Acree, W. E. Abrams (interim pastor), Forrest H. Watkins, Robert E. Lee, and Lawson Smith. The Church has ordained two men to the ministry, Dick Roberts and Warren Rice.

First United Presbyterian Church

The First United Presbyterian Church services were first held in Stuart in the spring of 1925, when the Reverend H. W. McCombs came from Fort Pierce to preach to a small group in the high school auditorium. Twelve or fifteen attended the founding services, which were discontinued through the summer, as many in the congregation were winter visitors.

The following November, Dr. J. F. Shepard, Synodical executive, made an appointment to resume services the last Sunday of that month. However, a rainstorm cut the attendance to two persons and regular services were not started again until May, 1926, when Mr. McCombs again filled the pulpit.

A Sunday school was organized October 3, 1926, with forty-nine enrolled and on October 24 the church was organized. The first officers were, J. E. White, Bert D. Keck, Henry P. Stevensen, H. L. Snyder, G. S. Moore, Martin Ergenzinger, and A. C. Smith.

The Woman's Club on Albany Avenue was used for services until the 1933 hurricane wrecked the building. A cottage at 312 Osceola Avenue was purchased, remodeled as a Chapel, and dedicated January 25, 1934. The congregation failed to grow during these years, remaining between sixty and sixty-five members.

At a cost of \$33,000, a new church building was erected on the triangle bounded by Osceola Avenue, Riverside Drive, and North Illinois Avenue. Charles Conrad was the contractor. The church stood as a memorial to Dr. Charles A. Carried who served for many years, coming here in September 1943, from Westminster Presbyterian Church at Dubuque, Iowa. This building was later sold to the Southern Methodists.

In 1958, the Reverend Malcolm Harris was installed as pastor. The membership was growing, and another building committee studied the situation, voting to relocate the church in North River Shores.

Ground was broken in October of 1960, and the present facility – dedicated May 28, 1961 – cost nearly \$100,000. The Reverend Mr. Harris, who served the church during these years of rapid growth, died in May, 1967. The Reverend Robert J. Harman, installed in April 1968, died suddenly in May, 1974.

The Reverend Richard E. Gray, Minister of Visitation, served as Moderator of the Session, pending the appointment of the new minister, the Reverend Dr. Carl K. Pollhein. A graduate of New York State University at Houghton, New York, and the Union Theological Seminary in Richmond, Virginia, Dr. Pollhein came to Stuart from the First Presbyterian Church of Pitman, New Jersey. He and his wife, the former Doris Baublitz, have two children, Joy and Steven.

Construction of a new sanctuary, begun in February of 1974, was completed in March of 1975, at a cost of nearly \$500,000. The building was dedicated on Palm Sunday. Two stained glass windows are available for memorial purposes, and a memorial organ will also be installed. The Sanc-

tuary will seat four hundred ninety people; nevertheless, in the winter time two services will be held, although its present congregation numbers seven hundred fifteen. There are forty children attending Sunday school.

Congregation of Jehovah's Witnesses

The Stuart congregation of Jehovah's Witnesses first began Bible study services in 1938, meeting in the Odd Fellows Hall upstairs in the old telephone company building. Later, other facilities were used for meetings, such as the Woman's Club, which once occupied the present location of the Hunter Auto Supply on Albany Street. When the Woman's Club was torn down, the Bible study group met in a hall over the fire station near the corner of Osceola and St. Lucie Avenue.

However, as the congregation was increasing in size, the decision was made to build its own place of worship. On November 25, 1958, a building permit was obtained, and the members of the congregation, assisted by members from nearby congregations, constructed their Kingdom Hall on Britt Road, with dedication ceremonies in February, 1960.

In 1970, a library addition was completed east of Kingdom Hall.

A need for further expansion became necessary as the congregation's attendance approached two hundred. Work began on a sizeable enlargement of the hall in July 1973, and was completed by the spring of 1974.

An associate congregation at Port Salerno carries on the Bible study work in the southern part of Martin County. From its small beginning in 1938, there are now more than one hundred worshippers at the meetings.

Stuart Church of Christ

For many years, members of the Church of Christ living in Martin County had to drive to Fort Pierce to attend worship services. "Ma and Pa" Brown, as they were known, decided to hold services in their home, and invited others to participate. Each Sunday afternoon, the preacher from Fort Pierce came to their home and held services.

In 1957, it was decided to build a church, and a site was purchased at 425 Palm Beach Road. In 1958, the building, which consisted of an auditorium, two classrooms, an office, and a nursery, was completed. Brother Edward Kendle, Brother Okey Tracy, and Brother Ernest Varvil were appointed the first elders. Brother Dean Reynolds began work with the congregation in October 1968 as the regular minister.

In 1970, three additional classrooms were added. The congregation continued to grow, and 1972 saw the addition of five more classrooms. The auditorium was enlarged in 1974, and two more classrooms were added. The church now has more than one hundred fifteen members and an attendance above that number. Support is being sent to two missionaries in Africa, and the benevolent program includes sponsoring a child, contributions to the Christian Home and Bible School at Mount Dora, Florida, and local benevolent work of helping the needy.

First Baptist Church of Port Salerno

The First Baptist Church was organized May 11, 1941. There were about twenty charter members from a disbanded church in Indiantown. They first met in a small building located on A1A where the Fire Department stands today.

The Reverend Kiler Baker was the first pastor. His wife, Catherine

Baker, was organist, playing a pump organ.

Later that year, Mr. Carl gave the church a lot on Bay View Avenue. The building, built with volunteer labor supervised by Mr. Baker, was finished in September, 1941, and Sunday school rooms were added. The Church sponsored a mission in White City, which soon became a church.

In 1958, Mr. Kiplinger gave the property where the present church

was built in 1959. Sunday school rooms were added.

For the last service in the old building, the Reverend Mr. and Mrs. Baker were invited to the service. They were each eighty-two years old. He preached, and she played the piano, although she was nearly blind.

The Reverend Henry Prescott is the present pastor.

Redeemer Lutheran Church

The Redeemer Lutheran Church was organized in 1959 when the present five-acre tract on East Ocean Boulevard was purchased, under the leadership of the Reverend C. L. Thalacker. The first building consisted of a worship, educational, and fellowship center.

The first resident pastor, the Reverend Donald Schroeder, served the congregation from 1960 to 1968. The Reverend William J. Schepman,

present pastor, was installed in May 1969.

Redeemer Church was known to the community for a number of years as the Church with the Rose Garden. Residents and visitors, alike, enjoyed many hours of meditation amid this array of color and beauty. The Rose Garden has been permanently removed from the grounds.

Reflecting the growth of the community, the congregation conducts three Sunday morning worship services, and a new \$325,000 sanctuary was

completed late in 1974.

St. Lucie Avenue Baptist Church

The St. Lucie Avenue Baptist Church of Port Salerno began as a mission of the Tropical Farms Baptist Church in the summer of 1964. Sunday services were held in the Salerno area, first in the homes of members, and later in the school house on St. Lucie Avenues formerly the Port Salerno elementary school. Property was acquired in 1965 and the present church building on St. Lucie Avenue was constructed, mostly with volunteer labor.

In January, 1966, the mission was formally constituted into a church, and elected to continue affiliations with the Southern Baptist Convention. Lewis Stancil, a native Floridian educated at Stetson University and

Southwestern Seminary, was called as pastor.

Stuart Church of the Nazarene

The Stuart Church of the Nazarene had its inception when Florida District leaders became interested in organizing a local congregation in the late 1960s. Several exploratory trips were made, and in November of 1971, property was purchased as a projected church site. The city of Stuart was designated, in a denomination-wide emphasis for the 1972-1976 quadrennium, as a "target city" for "Home Mission" work.

Nazarenes were not complete strangers to Martin County, however. Several Nazarenes had been living in the county and attending Nazarene churches in other counties for as long as twelve years. The nearest Nazarene congregations are in Fort Pierce to the north, Okeechobee to the west, and Riviera Beach to the south.

In March of 1973, some of the Nazarenes from the Stuart and Hobe Sound areas began meeting together in worship services. By the end of April, the congregation was officially organized. The Reverend Charles Watson, of Hobe Sound, was appointed as supply pastor until the Reverend F. Leroy Pepper, the first full-time pastor, was able to complete his seminary education and move his family to the area in July.

The congregation received twelve charter members under the Reverend Mr. Watson's leadership. A building committee is involved in planning the first phase of a building program, in which it hopes to include provisions for worship, evangelism, education, administration, fellowship, and recreation.

The Church of the Nazarene is an international church with approximately 6,500 congregations in the United States and at least fifty-five other world areas. Historically and theologically it claims as its heritage, the Wesleyan Revival, that saved eighteenth-century England from a revolution. A renewal of the preaching of "the Wesleyan understanding of full salvation from sin," in the late 1800s, led to the union, in 1908, of the two hundred twenty-eight congregations that originally comprised the Church of the Nazarene.

North Stuart Baptist Church

The North Stuart Baptist Church was organized October 11, 1972, with ten members: Mr. and Mrs. Herbert Bruner, Mr. and Mrs. Paul Combs, Mr. and Mrs. Walter Crowell, Jr., Mr. and Mrs. Garland Edenfield, and Mr. and Mrs. Laine Rinker. The first order of business was to call the Reverend Robert E. Lee as pastor. Pastor and Mrs. Lee were the next members added to the church.

The official Board of Deacons is composed of Mr. Rinker, chairman, and Mr. Edenfield as vice-chairman. On the board are Jeffrey Bruner, Michael Crook, Sam Farrow, Don Gould, and Charles Schad.

First services were held in the Community Room of the First National Bank, continuing for eighteen months. During this period, the church purchased six and one-half acres from General Development Corporation one mile north of Stuart on the Federal Highway. The building erected

will seat two hundred people. It has facilities for Sunday school and will accommodate the many activities of a congregation. A modern kitchen was installed, rest rooms, a pastor's study, and a covered drive-through area.

The grounds have been designed by a landscape architect, with sixtyfive palm trees and plants set out. A paved parking lot will accommodate seventy-five cars, and the outside area is well lighted for night services.

The church now has one hundred and one members. Sunday services open with Sunday school at nine-thirty, morning worship at eleven, a church training program Sunday evenings at six-thirty for resident members, and a worship service at seven-thirty. Wednesday night prayer service is at seven-thirty.

First Christian Church of Stuart

On January 6, 1974, the First Christian Church of Stuart held its first Sunday worship service at the Elliott Museum, where it continues to meet until an edifice is built on Route 707, on property purchased in May of 1974.

The church, under the watchful eye of Evangelist Calvin Warden (who previously established Christian Churches in Denver and Missouri), began with fifteen charter members: John Laincz, Ruth Laincz, Jane Laincz, Ralph Dameron, Idalee Dameron, Lanny Dameron, Martha Dameron, Linda Dameron L'Heureux, Joseph L. Gift, Dorothy Gift, Kaye Coleman, Thelma Coleman, Mike Boyce, and Calvin and Mary Lou Warden. The group soon grew into a membership of over thirty, with more than a hundred attending Sunday morning services.

St. Monica's Episcopal Church

The idea of St. Monica's Church grew out of sheer tiredness. Persons who had migrated to the United States from the Bahamas and the West Indies came here only to learn that there was no church for them in the community in which they had settled. For years, many of them made the long and dangerous journey from Martin County to West Palm Beach to worship in the custom and manner most familiar to them. Others connected themselves with other branches of the Christian Church, and still others stopped going anywhere.

After many years of no local congregation, those who remained faithful banded together under the leadership of the late Mrs. Alice Christie, and began to work towards realizing their own church. Services were held in Mrs. Christie's home for a while, then moved to the old Odd Fellows Hall. The budding congregation met some opposition from other church groups in the beginning, which felt that there were enough churches in the area. However, this did not deter those who had prayed and worked hard to see the Episcopal Church planted in the community. After much discussion, the city and county ruled in favor of the new church.

In 1927, Mrs. Ruth Christie, with others, went to Miami and persuaded Melvin H. Finlay and his family to move to Stuart. Mr. Finlay was serving

as a lay reader at Miami's St. Agnes Church, but after some thought, agreed to the move, and was aided in this by members of the unorganized mission.

In 1928, under the leadership of Mr. Finlay and Father Lewis, a priest from West Palm Beach, St. Monica's was officially organized and received by the Episcopal Diocese of South Florida, under the direction of the then Bishop, the late Right Reverend John D. Wing. The first official service, after organization, was held in the Odd Fellows Hall, by Mr. Finlay, with these families attending: John P. Mackeys, Melvin H. Finlays, Willie A. Christies, Napoleon Finleys, Augustus McHardys, and Edward Mackeys.

After serving St. Monica's as a lay reader for twelve years, Mr. Finlay petitioned the Bishop for ordination as a deacon. He was examined and found to be a man of learning, ability, good character, steeped in the teaching and discipline of the Episcopal Church. The Bishop accepted him as a candidate for Holy Orders, and, on June 18, 1939, at St. Patrick's Church in West Palm Beach, Mr. Finlay was ordered and ordained a Deacon in the one holy, Catholic, and Apostolic Church. From then on, he was known as the Reverend Mr. Finlay.

By this time, the congregation had secured property for its Church site, and purchased an old wooden building at a cost of twenty-five dollars. The building was moved to the property, and two other sections added. A parish hall was built, destroyed in the 1949 hurricane and not rebuilt.

St. Monica's was served faithfully by the Reverend Mr. Finlay for twenty-four years. He died in 1951. Priests who have served St. Monica's since 1928 include Fathers Lewis, Roger Bunn, T. T. Pollard, O. Primo, Edwin Shirley, George Huntington, Rowe, Arthur A. Smith, and Richard Barry. July 1, 1974, the Reverend Edwin E. Smith became Vicar of St. Monica's, serving also the Pine School, and Florida Institute of Technology.

The present St. Monica's was built while the Reverend Arthur A. Smith, rector of St. Mary's Episcopal Church in Stuart, was serving as Priest in Charge. Edward Mackey had secured funds from the late Mrs. Francoise Barstow for St. Monica's during her lifetime. At her death, Mr. Mackey learned that St. Monica's had been included in her bequests. Thus St. Monica's got a new lease on life. Mr. Mackey asked Fr. Smith to call a meeting of the congregation, at which he explained that the annual checks from the Barstow Foundation, carefully set aside to grow, could now help make possible the new church so much needed. They agreed, and, with the blessings of the Diocese, the new St. Monica's was built in 1965. The late George Taylor was serving as senior warden at the time.

The first officers of the church were John P. Mackey, senior warden, Augustus McHardy, junior warden, Willie A. Christie, treasurer, and Adolphus Knowles, secretary. Others who have served as officers are George Taylor, James Preston, Napoleon Finley, Edward Mackey, Eli Howell, James Christie, Mrs. Catherine Howell, Floyd Hall, Frank Christie, Mrs. Emma Jackson, Mrs. Emma Poole, William Delaney, Jr., Mr. Thompson, and Gilbert Miller.

Jensen Beach Community Church

The concept of Community Churches is a distinct departure from that of any sect or doctrinal church organization. Community Churches are organized on the belief that people can worship and work together in spite of differences in doctrine and Bible interpretation. We see no need for doctrinal conformity; rather, we seek to achieve unity of spirit.

We know from experience that unity is possible. Instead of seeking to hold people by restrictions and requirements, Jensen Beach Community Church seeks to uphold people, give them support as they make their understanding and commitment to God, allowing them to be free to make it in their own way. Each church is an independent, autonomous organization with group connections to other churches only for inspiration, cooperation, and unity in the understanding of God's guidance.

Sincerity and dedication to an understanding of God's will in the lives of our members is the ultimate purpose.

The seeds of a religious organization were sown in Jensen Beach in 1894, when a Sunday school was established. No preaching services were held at that time, but this Sunday school grew into an organized church. Very few of the children who attended are now alive, but some of them would have great-grandchildren who are now members of the Jensen Beach Community Church.

H. C. Hibbard started the Sunday school in the Al Fresco Hotel, which stood at the corner of Commercial Street and Indian River Drive. Mr. Hibbard was the first superintendent of the school, B. F. Hull the second, and C. H. Munch the third. Literally hundreds of people over the years have done their part as teachers, officers, and contributors to bring the word of God and Bible lessons to Jensen Beach children.

When the Town Hall was built where the Community Center is now, the Sunday school was moved into it. The Town Hall burned in 1908, and the Sunday school was relocated in the nearby public school.

In 1905, the Baptist State Board of Missions sent the Reverend E. E. Woodson to organize a church. This he did with "six males and seven females," according to the minutes of that group. Mr. Woodson preached the fourth Sunday in each month, and received six dollars and fifty cents.

In 1906, the land on Church Street was given to the church by Mr. and Mrs. Ransom R. Ricou, but the group failed to raise funds to build a church at that time. On October 21, 1910, the land was transferred to the Trustees of the Ladies' Aid Society, with D. E. Austin, R. R. Ricou, and G. E. Coon as trustees. The deed stipulated that if the property was used for any other purpose than for a church, it would revert to the donors.

The Ladies' Aid Society gave dinners in the Town Hall for several years, and Jensen Beach people enjoyed them and patronized them well. There are a few women living in 1974 who remember incidents of those early days. The women also sewed leggings and heavy gloves and sold them to the men who worked in the pineapple fields. Money was thus raised for a new church building which was completed in 1912, and called

the Union Church. The membership at that time was made up of several denominations cooperating in underwriting the building project, attending the worship services, and working to maintain an active Sunday school.

Henry M. Flagler, of the Florida East Coast Railroad, sent men to the church after the building was completed, to measure it for pews and chancel furniture. These he gave to the church. The bell was given by Mrs. Lorenzo Bosworth Sawyer, in memory of the Reverend Mr. Sawyer, grandfather of Lester Lennard of Walton Township.

The Ladies' Aid Society, after working so hard to raise money for the church, disbanded in 1918. It was not until 1921 that it was reorganized.

The first annex was built in 1931, financed by the Martha's Circle, now known as the Church Aid Circle. Mr. Cobb, the builder, used lumber from a building being torn down on the R. R. Ricou property. The second annex, a combination Sunday school and dining room, was built to the east of the first, and enabled the church to enlarge its program to a remarkable degree. It was built in 1952 and dedicated with an elaborate program on March 9 that year, when the Reverend Roy Sampley was pastor. The Reverend Mr. Jones made the dedicatory address.

Every year, during the early history of the church, a Sunday school picnic was organized and held on the ocean beach of Hutchinson Island. There was no bridge to the Island during the early years, so it was neces-

sary to commandeer boats for the trip across the Indian River.

As pastor of the Congregational church at Eden, Mr. Jones extended his missionary service by preaching at afternoon and evening services in Jensen occasionally in 1906, when the church did not have a regular pastor. It was several years before Mr. Jones returned to Jensen Beach to act as pastor, after preaching in New Smyrna, Cocoanut Grove, Jupiter, and, briefly, in Mt. Dora. While pastor of the Congregational Church in Palm City, he organized the Jensen Beach Community Church, in 1929, serving for twenty-one years, with services once or twice a month.

The Reverend Roy Sampley succeeded Mr. Jones, in 1950, and served until July, 1958. During many years Robert Nuner was church treasurer, choir director, and handyman. He and Dr. A. B. Himes were close friends

and cooperated in doing things for the church.

The Reverend Foster Holt, the first full-time pastor, took up the leadership of the church in July, 1958. It was during his pastorate that church attendance outgrew the little building on Church Street. Parking facilities were inadequate, so it seemed necessary to institute a building program out where there was more room. A parsonage was built at 525 Skyline Drive, and completed in July, 1958, when Mr. Holt began his ministry.

A beautiful Hammond organ was installed in the Church Street sanctuary, the gift of Dr. and Mrs. Himes. Mrs. Himes was organist for some time. Bobby Gunn, who had played piano for the Sunday school, and on special occasions, became the regular organist a short time after the new instrument was installed. His plan for more education, however, prompted his resignation, and on January 1, 1962, Arlene (Mrs. Roland) Woodruff

became organist, holding the position for two or three years after the new sanctuary was built and dedicated in 1965. Ruth (Mrs. Kenneth) Smith succeeded as organist, followed by Walter Johnson. Mrs. Woodruff helped out for a time. Mrs. Fred Chapman became organist in 1971.

About the middle of January, 1962, Mr. Holt resigned, and the Reverend A. Sydney Lowrie, a retired minister living in Jensen Beach, became the interim minister. Both he and Mrs. Lowrie are wayside members of the church. Mr. Holt had started a campaign to build a new church and had organized a financing plan with the help of Jack Miner and others to issue debentures as a means of raising money.

The site chosen for the new church was at 409 Skyline Drive, southwest of Seymour Hill, the highest point on the east coast of Florida. It contains eight acres of land donated by Mr. and Mrs. Willard M. Kiplinger

and Mr. and Mrs. W. B. Tilton. This land was acquired in 1960.

More than two hundred people attended the services of ground-breaking, as the Reverend Mr. Lowrie led the dedication service. Official board members turned shovelfuls of dirt with a gold shovel, marking the beginning of the construction project. The board planned to build the first two elements of the new plant, the educational building and the Fellowship Hall – to be used until a new one could be built.

Debentures or bonds were sold to the members, and to business people of Jensen Beach, in denominations of a thousand, five hundred, one hundred, and twenty-five dollars. At first the bonds paid four-and-a-quarter percent interest, but later the rate was changed to five percent, payable semi-annually. When starting construction, in 1965, about ninety-two thousand dollars' worth had been sold; during construction the amount increased twenty-two thousand. It was planned to redeem the bonds by 1976.

Many people in the church and in the community have made gifts to the church, so that after completing the sanctuary in 1965, the church owed \$114,150 on the bonds and \$8,222.10 on the note representing the final payment to the contractor. Besides this, the large parking lot, completed before any building was done, was completely paid for in 1965, and about that time was top-dressed with a finish coat of asphalt, and marked

off into parking spaces for a hundred and eighty cars.

The graceful bell tower, bearing a lighted cross, built before the sanctuary was started, can be seen for considerable distance around Jensen Beach. The loud speaker on it broadcasts chimes music. This tower was donated by Mr. and Mrs. W. B. Tilton, in memory of Mr. and Mrs. Ransom Ren Ricou. Memorials donated by members served to furnish the sanctuary, provide the cushioned white oak pews for the auditorium and the choir loft, and to carpet the aisles, chancel, and bride's room. The memorial garden in the quadrangle around the bell tower was planted a few years ago, with Mrs. Herbert Gardner the moving spirit behind its planning.

The Reverend Newton M. Tweedy became pastor in April, 1962, and from then until December 2 services were held in the building on Church Street. On that date the congregation moved into what is now Fellowship

Hall, which served as sanctuary until the new building was ready for use – January 3, 1965. Formal dedication was postponed, however, until December 12, 1965. The building on Church Street was sold to the Christian Church of Fort Pierce and continues in use.

After Mr. Tweedy resigned, there was a transition period in which the Reverend Joseph Dudley, a teacher at Indian River Junior College, led the flock until the Reverend Donald Johnson arrived, December 15, 1968. In 1973, a building program was started for an addition to provide room for the many activities of the church and community.

As this is being written, in 1975, the membership of the church has more than doubled, increasing in five years to six hundred and twenty-one active and forty-three inactive members. The budget has more than doubled, too. The addition that cost some seventy thousand dollars is nearly paid for. The operational staff has increased from one minister to two; one choir leader to two, and one janitor to two. The Reverend Norman Kehrli became Minister of Promotion in 1973. Weddings performed at the church have tripled in number, as have baptisms and funerals.

Many of the people in the church have been active, interested churchgoers in northern states and in Canada. Retired to a gentler climate, they are still interested in the Lord's work and the Kingdom of God, and use their talents in the interests of church as resident or wayside members.

Deacons in Action is the designation given a very active group that visits the sick and infirm...not limiting their attention to members of the church, but delivering flowers used at services and given especially for this kind of out-reach to people in the hospital, in rest homes, and to those who are at home but unable to attend church services. The Sunday morning music and sermon are broadcast at 7:30 Sunday evenings over a local FM station, helping the church to reach shut-ins and others.

Mr. Johnson organized a group of some fifty young people which meets Thursday evenings for Christian study. The most active of the group have been involved in the National Conference of Community Churches. They attended the Tampa conference in 1972 and the 1973 conference in California. Mr. Johnson has been responsible for the youth group in Community churches nationally. Kevin Brown, of our church, was elected President of the national youth organization in 1973 and 1974; and Tyrone Cobb was National Secretary in 1974.

Groups not sponsored by the church who use its facilities include Alcoholics Anonymous, the Jensen Beach Garden Club, Martin County Senior Activities Club, a cooking class, a sewing class, an art class, a square dance group, and a Den of Cub Scouts.

The Catholic residents of Jensen Beach organized a new parish, known as St. Martin's, in 1973. They have bought land on West Commercial Street, but at this writing are using the Community Church sanctuary for Saturday afternoon masses, and have upon occasion used the facilities of Fellowship Hall and the Community Room for other meetings, such as potluck dinners. The priest in charge is the Reverend Michael

Sullivan, a resident of the community. St. Martin's also holds a service on Sundays at the chapel on the Jensen Beach campus of Florida Institute of Technology - formerly St. Joseph College of Florida, for which the chapel was built.

Pastors of the Community Church – mostly of the Baptist persuasion - (there is another group covering the same period who were Methodist missionary ministers), include: the Reverends E. E. Woodson (1905-06), W. McNamara (1908), S. L. Loudermilk (1910-12), E. P. Ellington (1913), J. M. Springfield (1914), S. W. King (1915-16), Bartlett (1917), A. L. Blizard (1918-20), Geiger (January-February 1921), Duboise (March-May 1921), Engless (1925), H. H. Jones (1929-49), J. E. Sampley (1950-58), Foster Holt (1958-62), A. Sydney Lowrie (1962), Newton M. Tweedy (1962-68), Joseph Dudley (1968), Donald Johnson (1968-on), and Norman Kehrli (1973-on).

A group which has worked hard in the interest of the church is the staff of the Thrift Shoppe in downtown Jensen. Among the many women who have taken responsibility for its success two, in particular, should be mentioned: Mrs. Luella Miner and Mrs. Rosamund Chambers. More than fifty thousand dollars has been earned for the church in the years it has been operating. In 1973, the amount turned over was \$20,793.41. Everything sold in the Thrift Shoppe has been donated.

Literally hundreds have given of their time to make the Jensen Beach Community Church the success it is...and it seems that people enjoy the friendliness of those who attend its services.

By H. B. Hurst

EDUCATION

Under early government control, each settlement was required, in 1869, to have at least six children of school age before money would be allocated for a district school and teacher. Requirements for teachers were the passing of the state-given test which needed only an 8th grade education.

The early settlers, usually far apart, found it extremely difficult to obtain education for their children. Many imported private teachers who lived in their homes, and welcomed to their classes all children living nearby, the teacher's salary being paid by the one family that engaged her.

In 1883, Miss Kate Hamilton, a native of Philadelphia, came to City Point on the St. Lucie River to teach in the little schoolhouse which stood

on the site of the Riverview Apartments.

In 1897, Miss Susan Sanders came to Stuart to teach in the school in Leesville, named for James P. Lees and now Tropical Farms, Palm City. The schoolhouse was an eight- by twelve-foot palmetto shack with dirt floor and no desks, even for the teacher. Miss Sanders was given a box to sit on while the children sat on long backless benches with a continuous slanting board in front to rest their books against. There were three such benches and slanting boards in the room. The roof leaked, the mosquitoes invaded the school in swarms, and Miss Sanders often drove them off by building a smoky fire. She was paid forty dollars a month at Leesville, and from that paid ten dollars room and board. At the end of 1897, Susan secured a better teaching post at Jupiter and at a higher salary.

There is reference in one of Carolyn Pomeroy Ziemba's "Historiography" columns in the *Stuart News* in 1967, to a teacher by the name of Mrs. L. A. Jones, who taught in what was presumably the first Potsdam settlement school, in a small house the settlers built west of town. But, as Mrs. Ziemba points out, there is no record of this in the school list.

On February 12, 1896, Mr. and Mrs. Ruben R. Frazier gave to the newly formed Dade County School Board a half-acre for a school, provided it was named the "Belleflora School." It was so named, and, built by the townspeople, was the first real school. In use until 1923, it is at present the center part of the County Courthouse. The remaining wooden floors in the courthouse are a gentle reminder of its earlier use.

The Southern States Land and Timber Company reserved ten acres at Indiantown on March 27, 1913, for a public school. A small house was constructed and classes began. On August 6 that year, Benjamin W. Mulford set aside three acres for a future Port Salerno school, Salerno being so small that the students were transported to Stuart until 1922. That year, the Salerno Development Company sold twelve lots adjacent to the Mulford property, and the Port Salerno Elementary School was built.

On Friday, November 5, 1915, the first parent-teacher association was formed, with Professor J. A. Youngblood, president; Mrs. L. A. Babcock, vice-president; Mrs. A. T. Hogarth, secretary, and Mrs. George Parks, treasurer.

In July 1924, A. H. Warner and his Jensen schoolteacher wife, Anna, gave two acres to the St. Lucie County School Board (at approximately where the present Stuart Paint and Supply Company is in Rio) for a school. Miss Grace Donald, from Alabama, taught at Rio for \$100 a month. As the depression was approaching, the school was phased out for economy. On November 7, 1928, the residents of Rio requested the School Board's permission to use the Rio school building as a place in which to hold public functions, and permission was granted.

By 1925, the Jensen Beach, Hobe Sound, Stuart, Palm City, Port Mayaca, and the High School were all flourishing. Indiantown was growing as S. Davies Warfield had brought his Florida Seaboard Railway.

For five years, opening in 1966, the St. Joseph College of Florida, a two-year boarding school under the guidance of the Sisters of St. Joseph, occupied a campus of some eighty-five acres on the Indian River in Jensen Beach. Now the Florida Institute of Technology owns the property and conducts a private institution specializing in Marine Environment and Technology, offering two- and four-year courses in this field. With a present enrollment of some seven hundred students, thirty-three full-time faculty members, and nine adjunct teachers, F.I.T. makes available to the com-

munity the use of many of its facilities, including its library and chapel. The latter has one of the outstanding examples of religious stained glass in the south, called "The Creation."

In 1970, the Pine School, a private, non-denominational institution for grades one through eight, was established by a group of local citizens, adjacent to the Julian Parker Elementary, St. Joseph's Catholic school, and a Montessori school. It is governed by a board of trustees and teaches in the "open classroom" concept. It had seventy students in 1975, with a faculty of six full-time and three part-time teachers.

The Pine School, incorporated under the laws of the State of Florida, not for profit, is an independent, non-sectarian educational institution, affiliated with the Episcopal Diocese of South Florida, in Miami. It was founded in 1970 by Mr. and Mrs. Harold A. Potsdam, in Stuart, to establish a private elementary school for the preparation of young students for private or public schools beyond this level. The school, owned by The Pine School, Inc., is administered by a Board of Trustees elected by members of The Pine School Association, who are parents and interested friends.

The State Legislature inaugurated the Indian River Junior College in Fort Pierce in 1959, to serve Martin, St. Lucie, and Okeechobee Counties. Started in a small building in downtown Fort Pierce, it was originally for white students only. Lincoln Junior College for black students was opened at the same time. Dr. Max King was president of the Indian River, and Dr. Leroy Floyd, Sr., president of Lincoln. By 1963, Indian River Junior College had completed two buildings on its present campus and students were transferred there, just a short distance from Lincoln Junior College.

On July 1, 1965, the schools merged and became Indian River Community College. A branch center on the Roschman site in Stuart was opened in 1971 with Dr. David Anderson as dean. Plans now being formulated will add centers in Okeechobee, Indian River, and a second one in Martin County. Dr. Herman Heise is president of this expanding academic enterprise. The college broke from the Board of Education in 1968 and is now administered by Trustees representing the counties it serves.

For many years Miss Julia Harris's private boarding school for young people in the Miami-Coral Gables area was one of the South's best known and most highly respected. When Miami became overcrowded, Miss Harris moved her school to Palm City in Martin County, where it continued until 1972. Although co-educational in the lower grades, Miss Harris's was strictly for young ladies at the high school level. Graduates sent their daughters and daughters sent their children to get the excellent background that was the specialty of the exclusive school. Miss Harris, past ninety, still occupies her suite on the campus, once the estate of her aunt, Mrs. Backus, an accomplished artist. Here former students and former teachers visit to remember together years when graciousness was a familiar way of life.

The Hobe Sound Bible College grew out of a Camp Meeting of the Florida Evangelical Association in 1960, when the grounds and facilities of its Sea Breeze Camp were generously loaned by the association for the founding of the school. An offering was taken at the meeting to aid in its launching and in September it welcomed the first students, twenty-four in all.

A private institution, it includes elementary and high school as well as college classes, the four-year course granting degrees in Religion, Christian Teacher Education, Missionary Nursing, and Sacred Music. The Camp Meeting had been founded in Hobe Sound in 1947 by the Reverend and Mrs. H. Robb French and the Reverend and Mrs. James C. Zuch "to afford a spiritual Camp Meeting on the east coast of Florida which would be dedicated to the conservative principles of the Wesleyan theological position of Bible holiness."

Governed by a Board of Trustees representing several churches, it functions as an interdenominational institution committed to the Wesleyan-Arminian theological position. Its president is the Reverend F. C. Herron. There was a faculty of sixty-five for the 1974 enrollment of 497 students.

At the present time, there are fourteen schools and three colleges in Martin County, of which five are private: Montessori, Pine School, St. Joseph's Elementary, Hobe Sound Bible College, and the Florida Institute of Technology. The others are: Jensen Beach, Julian Parker, Hobe Sound, Port Salerno, Warfield and Palm City elementary schools; Indiantown, Stuart, and Murray middle schools, the Martin County High School, the Roschman Branch of Indian River Community College, and the Jensen Beach Environmental Science School. A number of private day care centers and nursery schools provide their particular forms of education at the beginning level. Several of these are church-affiliated, but most are non-denominational as to "students."

The Martin County Board of Public Instruction employed 516 teachers in its ten schools to educate its 7,827 students in the 1974-1975 school year.

High School Sports-Band

Formed in the Fall of 1926, the first Martin County High School football team was John Kelley, Walter Ames, James R. Pomeroy, Jr., Broster Joe Schroeder, Arthur Wortham, Jack Moore, George Steinhauser, Stanley Lamberton, Fred Walton, Edward Parnell, and Edward M. Higbee.

In the Spring of 1927, the first Martin County High School baseball team was formed with Bob Carson, Glenn Townsend, George Steinhauser, Gerald Bruner, Glenn DeBerry, Walter Ames, William DeBerry, Broster Joe Schroeder, Edward Parnell, Fred Walton, Hugh Stuart, all under Coach Jack McDonald.

In the winter season of 1925-26 the first high school basketball team was formed with Glenn Townsend, Fred Walton, Walter Ames, Edward Parnell, John Reardon, George Thomas, Frank Johnson, and coached by Jack McDonald.

In 1938, through county-wide cooperation, a sixty-piece marching high school band was initiated by Mrs. Ralph W. Hartman, Sr., who personally guaranteed J. C. Crowley, director of school bands in Fort Pierce,

Melbourne, and Vero Beach that she would have a class for him of at least

thirty-five potential players.

Mrs. Hartman first approached Charles H. Rue, who had the Pontiac Auto Agency in what is now the Rowell Furniture Store. Mr. Rue was most helpful and within two weeks, thirty-five students were signed up and a dozen or more instruments had either been given or loaned to the new organization.

Rue formed a parent band association with R. B. McPherson as president; the Reverend T. C. O'Steen, vice-president; Mrs. Hartman, secretary; J. C. Crowley, musical director; and H. A. Wyckoff, band manager, with Evans Crary, Principal L. C. Clemmons, and County Superintendent J. A. Jamison as directors. The incorporation papers and by-laws were adopted and when the State Band Contest came that first year, the sixty-five-piece concert group won first division rating in a classification higher than required for the size of the school. A sixty-piece Drill outfit placed in second division only because they were sixty seconds overtime in clearing the field.

Sunday afternoon concerts saw hundreds of dollars in the collection plates, and uniforms were donated by almost every city, county, school, and civic organization. It was truly a community affair.

FISHING

Five United States Presidents fished in Martin County. Presidents Chester A. Arthur, William Howard Taft, Theodore Roosevelt, Grover Cleveland, and Warren G. Harding all came here for sport fishing.

Known as "The Sailfish Capital of the World," Martin County's more than a hundred and fifty miles of waterways produce some of the best sport as well as commercial fishing to be found in the United States – and it is year around. More than six hundred different varieties of fish live in the Gulf Stream off our East Coast. Tarpon and sailfish are plentiful with the annual Sailfish Regatta bringing fishermen and yachts from all over the country. Mullet are found in large schools, various sizes, and are extremely playful and lively.

Originating in the trade winds area near the Equator, the Gulf Stream is deflected northward by the coast of South America into the Gulf of Mexico, then skirts the lower East Coast of Florida before beginning its sweep to northern Europe, accounting for the variety of marine life.

Marlin, ling, mackerel, wahoo, amberjack, Spanish mackerel, bonito, blue fish, bass, grouper, jewfish, pompano, trout, and snapper are but a few of the plentiful varieties. These fish are all at line's end from the Jensen or Stuart ocean beaches, the Martin County bridges – which cross the St. Lucie, Indian, and Intracoastal waterways. Many tourists lured here by the fishing have become permanent residents, and business people.

Most of the early settlers in the St. Lucie-Indian River region were ardent fishermen and history describes the Indian fisherman as one of the best. The shell heaps, mounds, and middens all lay supporting claim to this fact; many of the mounds being laden with oyster, crab, and spiny lobster shells, turtle backs, and manatee bones.

According to the 1950 history edition of the *Stuart News* the first "sport fisherman" reference to be found is in "The Book of the Black Bass," by Dr. James A. Henshall, who, in 1879, visited the St. Lucie and Indian Rivers area writing *Camping and Fishing in Florida*, published in 1884.

Dr. Henshall is credited with being the first to record the joys of fishing with the fly for Florida's black bass and salt water gamesters, such as tarpon, sea trout, channel bass, and snook. He tied his own flies from heron, egret, woodduck, and roseate spoonbill feathers, although the equipment he used would be termed "a club" by modern flycasters. The good doctor advocated using a 12-foot, 12-ounce ash and lancewood flyrod against the 9-foot, 4½- to 5-ounce wands of today's anglers.

In January 1879, Dr. Henshall sailed from Fort Pierce to Stuart, stopping off on Hutchinson Island about opposite Jensen Beach to visit "Old Cuba," a Spanish refugee from Cuba who lived in a little palmetto hut on the island.

"He was a little, dried-up fellow about 5-feet high with a machete half as long as himself hanging to his belt," Dr. Henshall wrote, "and is the only settler between Fort Pierce and Jupiter Inlet." With the exception, of course, of the U.S. Life-Saving Station, Number 2, the Gilbert's Bar House of Refuge. A sadness on the return trip was learning that "Old Cuba" had drowned and his head had been bitten off by a shark.

Sailing up the St. Lucie River with Dr. Henshall were three young men making the trip for health reasons. The voyage started with a bang when their sailboat struck a rather large manatee. The Doctor noted the prehistoric mounds on the north bank with great interest, where the homes of Mrs. Leonard C. Childs and the Ralph Evinrudes stand today. The south bank he recorded as "being a succession of level pine forests," today's highly developed St. Lucie Boulevard, Snug Harbor, St. Lucie Estates, and Hildabrad Park.

"We sailed up the river to the main fork where it divides into a north and south branch, called North and South Halpatiokee Rivers. We camped on a burn in the open pine woods at the confluence of the two streams. In this secluded spot we found game in abundance." Alligators were so plentiful, lying asleep on the banks, that Dr. Henshall "astonished a few by prodding with my boat hook." And, the fishing of black bass in the South Branch of the river, for which Stuart later became famous, became a bore, for "on favorable days, even with the artificial fly, one soon tired of the sport for it required no skill whatever to lure them from the dark, clear water."

Dr. Henshall's visit via the *Blue Wing*, was made just prior to the first settlers' arrival. He returned in 1881-1882 aboard the *Rambler* and covered the same waterways, reporting that in spite of the development there was still game in abundance and that "the black bass fishing

of the St. Lucie cannot be surpassed by any place in Florida or for that matter the United States...their number are legion, their size is monstrous; we caught them from 2 to 14 pounds, throwing most of them back."

Of the five Presidents who allegedly fished here, it is reported on good authority that President Warren G. Harding's presidential yacht stopped not for presidential fishing but to load five cases of whiskey from a local bootlegger. But there is good evidence to support the first time President Grover Cleveland's train pulled off on the siding in Stuart and Gordon Parks took the distinguished visitor out sailing on the river. From then on Cleveland was a Stuart fisherman, staying at the old Danforth House, and bottom fishing in the nearby rivers and bays.

He was not the only distinguished fisherman of that day, Joseph Jefferson, the eminent actor, was doing the same thing at the same time.

Captain Bob Fulford is credited with doing some of the first sailfish fishing during the boom with a "kite rig" (flying a kite behind his boat, which allowed the cut-bait to dance and permitted sufficient slack so the sailfish could hook itself after it struck). Fulford would upon special occasions use his *Sub-Tropic* for private charter fishing parties.

Captain Toley Engebretsen, of Salerno, is reported to have been the first to organize a professional sailfish fleet. In 1929, starting with his 34-foot Elco, the *Sand Dab*, he would take a party of four for an all day sailfish trip for fifteen dollars.

There is no estimate on how many sails were caught by the Engebretsen fleet, but old-timers report that a great many sailfish bills could always be seen at the Toley's Boat Yard.

Captain Ad. Whiticar was one of the first to develop a charter fleet with his sons. Originally centered around deep sea sports fishing for guests staying at the Sunrise Inn, Port Sewall, it eventually grew to encompass national patronage, and continues today. The Whiticar Boat Yard is among the best on the Florida East Coast, with sophisticated equipment and admiring patrons.

The establishment of Stuart as "the Sailfish Capital of the World" came through the news media just prior to World War II, when Fred Fletcher of the New York Daily News (dean of America's sports writers), Raymond R. Camp, fishing editor of the New York Times, and Bob Monroe, fishing editor of the Miami Daily News were among the first to write praising the area as the best place in Florida to catch sailfish.

In 1940-1941 more than one thousand sailfish were caught in one week, giving the area nation-wide publicity, resulting in the Stuart Sailfish Club adopting its famous "Release Button." The club was the first in Florida to give awards for letting sailfish live, an example now being followed widely.

The Sailfish Club, established in 1934 as a branch of the Jaycees, soon became an independent organization and, one of the most respected fishing clubs in the nation today, is responsible for many a tourist coming here.

HOSPITAL - MEDICAL

In 1894, when Anne Donaldson Kincaid Spiers Krueger's time of delivery came, there was no hospital here and there were no practicing midwives...but Dr. Horace J. Haney was practicing medicine. So Anne's husband, Albert P. "Bert" Krueger, rowed across the St. Lucie River to fetch Dr. Haney, who delivered Potsdam's first baby: Janet Krueger, now Mrs. Carroll Dunscombe. The same day, Dr. Haney delivered Walter Johns – the town's first male child.

In the years ahead – 1894-1900 – Mrs. Krueger would send a note aboard the Florida East Coast Railway's morning train to Dr. Phillips in Fort Pierce, telling what she felt was wrong with the children or family members. (Dr. Haney did not carry medicines in those days.) Dr. Phillips would send down on the evening train whatever medicines he felt were necessary. Rowing or sailing down the St. Lucie, Bert would pick up the medication at the depot and row or sail back home...horse and buggy were useless in the deep sand.

Mrs. Dunscombe recalls taking the train from Stuart to Jensen to be treated by the visiting dentist, who came there by boat – probably Dr. C. E. Roberts.

By 1926, the need for a hospital in the town was obvious, and plans were announced January 30, in the *Stuart Daily News*, for a modern thirty-six-bed hospital in the Port Sewall area (now Golfview). Later that year, plans were announced for an even larger, million-dollar hospital. The Methodist Church of Florida was casting around for a location in which to build such a facility and Stuart was one of the sites selected for consideration; but it was not chosen.

On April 17, 1926, the Secretary of State permitted the incorporation of the St. Lucie Sanitarium, in a two-story frame building at "Hospital Pond." The exact location today is the southeastern corner of East Ocean Boulevard and Palm Beach Road on Coconut Row. There is an old concrete tennis court, nearly overgrown with grass, beside the "Hospital Pond," and on the little road to the east of it the frame house, now a private residence, still stands.

Reports have it that the first hospital was built as a private residence by a "gentleman from Nova Scotia." Much disliked by the townspeople, it not being of Spanish design, the property was purchased by St. Lucie Estates, owned by Carroll Dunscombe, a prosperous fruit grower and land developer – husband of Stuart's first baby. The builder is reported to have erected a second house on "Hospital Pond" – a two-story, ten-room frame structure which was also promptly picked up by St. Lucie Estates and remodeled to become the St. Lucie Sanitarium. Carroll Dunscombe is reputed to have personally donated this property.

Dr. John T. Henderson, Dr. J. A. Newnham, Carroll Dunscombe, L. W. Barnes (Stuart druggist), and W. I. Shumann (as subdivision developer working with Dunscombe) were the five men who raised the \$10,000 needed for the property, then donated additional funds for furnishings and equipment.

The hospital was planned as a non-profit organization, but immediately fell into financial difficulties. Dunscombe and Dr. Newnham appeared continually before both the town and county commissioners to no avail. Converted to a private hospital, with Mrs. Ada Downs as head nurse, Drs. Newnham, Parker, and Henderson performing many services without charge, the little hospital failed, and the corporation was dissolved in 1936.

Perhaps one of the things that caused the hospital to fail, besides having mostly healthy, sturdy people in the area, was the reported "fact" that around 1929 there was a "lying-in hospital" (where Dr. Carl Fogt's dental office is on East Ocean Boulevard) "run by a woman." This is given substance by a report from Mrs. John E. Taylor that "in 1921 there was a French mid-wife, by the name of Mrs. Courley, who would let you come to her home for 'delivery' or she would come to you."

With a steadily growing community, a group of concerned citizens, known as the Martin County Welfare Association, recognized the urgent need for a hospital and assumed the task of acquiring one. Members included Dr. Edwin A. Menninger, Stephen W. Keen, and County Judge Cartwright.

The hospital was started on the site of the present Martin Memorial Hospital with Drs. William Van Burns, Julian Parker, J. A. Newnham, Drs. Blair, and John Henderson; and Mrs. Charles Taylor as head nurse. The women of the community saw to it that the ten-room building was properly furnished, with linens donated, and they sewed all sorts of things needed for practical use.

These reported facts are somewhat at odds with the January 11, 1929, issue of the *South Florida Developer*:

"George Ememer appealed to the City Commission to favor a hospital drive, not to build a new one or buy the old one, but to improve and use the old one." $\,$

This money was to go instead for proper maintenance and equipment.

"With the great number of autos on the road one never knows who will be struck down. We must make the St. Lucie Sanitarium a first class place."

January 18, 1929, saw the hospital with \$10.77 in the exchequer and bills far exceeding that amount; February 1, 1929, General George Dyer gave \$1,200 (\$100 per month); February 15 brought the fund-raising campaign to an end with \$2,500 raised or \$2,500 short of the \$5,000 goal.

The St. Lucie Sanitarium was placed on the list of approved and recognized hospitals on April 5, 1929, the survey being made by the American College of Surgeons and the National Hospital Council of the American Medical Association. This survey was based on 1) qualified physicians on staff, graduates of reputable schools; 2) able and ethical management; 3) competent nurses; and 4) competent pathologist.

In 1931, after being closed briefly because of financial difficulties, the St. Lucie Sanitarium reopened with two day nurses working 12-hour shifts for \$25 a month, and one night nurse receiving \$20 a month; and on

June 8, "patients were cared for."

It was at this time that Mrs. W. C. Carnegie and a group of ladies began devising ways to purchase the "Stuart Hospital" now owned by the "defunct bank." Next we come to the announcement in the November 15, 1933, Stuart paper: "St. Lucie Hospital, under Martin County Welfare Association, is being run far below average cost according to yearly report."

The ups and downs were unbelievable, but we quote: "The years went by; and, before a decade went by, the space and equipment the hospital had were inadequate and the need for expanded facilities was critical. The Welfare Board and others were donating their work as a community service, and the operation of the hospital was taking shape. The consensus

was that a new hospital simply had to be acquired, somehow.

"Mr. Menninger, Secretary of the Welfare Board, wrote to Mr. Joseph Verner Reed, who lived on Jupiter Island, seeking counsel and perhaps financial aid. Mr. Reed was in accord that the problem was pressing, and suggested that Mr. Barstow, also of Jupiter Island, might be interested. A letter to Mr. Barstow yielded a discouraging reply; therefore, the disheartened Welfare Board started pooling its ideas as to what to do next." All of this took place in the late thirties.

"Fate intervened, one of Mr. Barstow's yard workers was seriously injured and the little hospital was buzzing as they tried to do all they could for him. He was then taken to the West Palm Beach Hospital for further help, and this is when Mr. Barstow realized that there was need for a hos-

pital here in Martin County.

"Mr. Barstow went into action. He telephoned his local attorney, A. O. Kanner, and later conferred with him. Kanner told Barstow that he knew of a seven-acre tract of land on the St. Lucie River owned by the City of Stuart and thought, if it could be acquired for hospital purposes, that it would make an ideal location - quiet, beautiful, and high above the bank of the river. Kanner was City Attorney and from then on, until he became Judge, served gratis as the hospital's attorney. Mr. Barstow informed him that if he - Kanner - would get the land, he - Barstow - would build a hospital upon it, and would in addition ask Mrs. V. Z. Reed, mother of Joseph Verner Reed, to provide the furnishings. Much of the landscaping was donated through Mr. and Mrs. William Henry Shepard from their estate on Frazier Creek (now West Ocean Boulevard and Shepard Park).

"The hospital was built to serve all races and creeds and consisted of: Medical staff - 3 physicians; a dentist; 5 registered nurses; X-ray and laboratory technician combined in the services of one man; one clerk, and a manager or administrator. The nurses' salaries were now \$50 a month.

"The land was duly conveyed, Mr. Barstow built the hospital, and Mrs. Reed furnished it, as planned. All this was done graciously and swiftly, and the hospital was formally dedicated on March 8, 1939."

More specifically, the March 23, 1974 Ninth Annual Hospital Ball Program says: "In 1939 Mr. and Mrs. William Slocum Barstow, through their generosity, made possible the original hospital and nurses' home at our present location, and upon completion of these buildings all furnishings and equipment were donated by Mrs. Verner Z. Reed and Mr.

Joseph V. Reed."

Mr. Barstow personally selected the first governing board, including A. O. Kanner, president; E. A. Menninger, secretary; D. S. Hudson, treasurer; Robert Barbour, and Joseph Verner Reed, both of Jupiter Island, as trustees. It was to be a self-perpetuating board that would honor his first requirement - "The Hospital Board and Management were never to be moved into any municipal, county, or other government control - no politics in the new hospital."

After the board was named, "an architect was selected - Henry Course - and although no hospital planner, while the structure had many features not afforded in ordinary hospitals such as marble window sills, the func-

tional aspects left something to be desired."

Judge Cartwright became the first administrator, followed by R. A.

Tunley, and later by William Bishop.

Some years after the opening of the hospital Mr. Barstow, learning of the need of a nurses' home, authorized realtor Warner Tilton of Jensen Beach to purchase all of the land between the hospital and the former site of the Episcopal Church. This he donated in equal parts to the church and the hospital, and the nurses' home was built.

Subsequently, James A. Rand moved to Stuart and became a major benefactor. It was at this time that the adjoining acreage, known as the Menninger property, was added, providing needed parking area and room

for expansion.

Dr. Julian Parker and Dr. Williams Van Burns were the two physicians, and Mrs. Mary Pence was the original head nurse. As the hospital grew the staff was increased, equipment was added, and Mrs. Laura Stuckey (now with the Stuart News) in 1956 went to work in the hospital and established the Records Library.

In 1960, another expansion and fund raising program was set into motion under the able direction of C. O. Rainey, local realtor and concerned person. The twenty-five-bed 1939 plant had expanded by 1963 into

a seventy-eight-bed modern facility valued at \$1,750,000.

Harmon P. Elliott, who had built, and deeded to the Martin County Historical Society, the Elliott Museum, including its collection, on Hutchinson Island, in memory of his father, the American inventor Sterling Elliott of Watertown, Massachusetts, gave \$100,000 for the maternity wing on the second floor, in memory of his mother, Elsie Parker Elliott.

In 1970, the new "tower wing" was opened, adding thirty-six private rooms and a six-bed intensive care unit. Finally, in 1971, Martin Memorial had grown to be a one hundred twenty-one-bed hospital, fully accredited,

and considered one of the better small hospitals in Florida.

1 public libror

A man-made pond in front of the Martin County Hospital was stocked with gold fish. With expansion the name was changed to Martin Memorial Hospital, and the small pond in the circle driveway was removed.

QUOTES FROM STUART TIMES - 1913

4/18/13 - Dr. C. E. Roberts is our local dentist. Not only is he up to date in dental work but carries a large line of drugs to meet the wants of the citizens and it is the only drug store for miles up and down the coast. Dr. Roberts is a good citizen and enjoys the confidence of his fellow man.

5/2/13 - Even sassafras and sarsaparilla are going into discard along with patent medicines. A certain physician states that a little exercise with a hoe and spade and rake is better

even than nostrums Mother used to make.

5/16/13 - Dr. D. M. Graham of South Fork has decided to open an office in Stuart and will be found in the P. P. Scott bungalow near the railway depot every Tues, and Thurs. and Saturday, 9 a.m. to 4 p.m. He is a graduate of three leading medical colleges of the United States and has 40 years experience...

5/23/13 - Ernestine Ricou will graduate from Nurses Training School of St. Luke's Hospital,

Jacksonville.

7/25/13 - Dr. F. B. Eurit of West Virginia bought the old Paxton place. Intends to erect a house but not to practice...hopes to lead the life of a private citizen. (Dr. Eurit did open an office in Oct. 1914 in his residence on Rock Road - east of school house)

STUART TIMES - 1914

1/9/14 - Ad in paper - J. J. Yaeger, O.D. formerly Minn. Minn. eyesight specialist and

optometrist 11-5 p.m. Feroe Building.

1/23/14 - Dr. W. H. Clemons of Alachua, Fla. has rented the front rooms in the Feroe block over Stuart Drug Co. Will open his office about Feb 1, 1914. Dr. Clemons comes with the highest credentials both as to his character and his professional standing. He and his estimable wife will be a valuable contribution to the moral and social life

2/16/14 - Dr. T. D. Gunter, formerly of Starke, Fla. is a new arrival in Stuart with a view of

making this busy town his permanent residence.

Advert. - 2/27/14 - Have your eyes tested; glasses to fit everyone. St. Lucie Drug Co.... 4/10/14 - Column written by W. F. Rightmire - "A Healing Sanitarium" St. Lucie River region - a place where ills are cured by our balmy sunshine and air. With reference to ague, chills, fevers and malaria, I have yet to meet 1 single person with the "shakes" and one of the oldest physicians here informs me that cases of malaria fever are seldom met with, and those few cases occur in the distant interior near stagnant pools and swamps. I have yet to meet a person who has pains of rheumatism, but I know several who came down here crippled with it and were soon cured by the healing balm of this climate...Regarding TB and lung troubles the best treatment is out of door life in abundance of pure free fresh air, day and night in a climate not subject to change of temperature.

9/14/14 - AD - Dr. L. W. Armstrong will be in Stuart every Thursday prepared to do dental work of all kinds at reasonable prices. Teeth extracted by latest painless methods.

Office in Kimberly Apts.

9/18/14 - Dr. A. J. May and 2 cars of stock and household goods have arrived to his new home up the South Fork. Among the stock are 2 fine dark bays - well matched horses that were used by the Dr. in making his professional calls. If the team were to be used in the same manner here in this section, they wouldn't earn their salt as the residents are too healthy to give our own doctor a decent living.

STUART TIMES - 1915

10/29/15 - Every town has its quota of physicians and dentists and Stuart has a full board with Drs. Gunter and Eurit to look after the few ills, and N. Roberts who looks after teeth, the town is more than supplied, especially by the former, for this is a healthy

1/21/16 - Health Exhibit Train to Stop in Stuart 2/4/16 Dr. Joseph Porter, Health Officer of the State Board of Health says every preventable disease is thoroughly covered in the 3 Pullman car exhibit.

	o mind offices	1 public library
2 cafes	2 fish houses	2 meat markets
5 drays	I brass band	1 sanitary dairy
5 hotels	2 drug stores	2 pressing clubs
4 lodges	3 mails daily	1 millinery shop
2 doctors	1 ice factory	5 grocery stores
I theater	3 newspapers	2 baseball teams
2 lawyers	3 paint shops	1 hardware store
2 dentists	1 lumber yard	2 plumbing shops
2 garages	I public school	1 blacksmith shop
	1 public scribor	1 prackstinth shop

3 land offices

1 public school no saloons 2 barber shops 3 dry goods stores 2 churches 1 planing mill 1 photograph studio 1 sawmill 1 hand laundry 4 real estate agencies 1 newstand I womans club 1 boy scout organization

3 boat shops

6/30/16 - Stuart Has:

1 bank

STUART MESSENGER - 1918

2/28/18 - AD - Painless Bailey - the Palm Beach Dentist in Stuart at Dr. Gunter's office Saturdays.

10/3/18 - Dr. F. B. Eurit opened an office in Dr. Gunter's former office.. Gunter went to WPB and there is room for another physician over Stuart Drug Store. Eurit practiced 23 years in W.Va. Has been here 5 yrs. and didn't open office because field was well covered and he didn't wish to crowd in on others.

STUART MESSENGER - 1920

1/1/20 - Stuart MD first to arrive at scene of wreck. Newspapers gave an account of F. E. Coast wreck near Jensen last Wednesday. Made the statement that the doctors of Fort Pierce were called to the wreck and rushed there in a special train. A Stuart MD was first to arrive and had already given those injured an examination before they arrived. Dr. F. B. Eurit was called, made the trip in Jay's car. While Stuart is not jealous of publicity given Ft. Pierce doctors, yet we want all the credit coming to us for this time, and for that matter all the time doctors of Stuart are on the job. Dr. Newnham was attending a sick person in Kimberly Apt. and could not make the trip. 1/22/20- From the State Bd. of Health – "Health Hints"

1. Cleanliness and fresh air are the 2 greatest enemies of disease.

2. 90% of guests at the Fla. State Farms, Raiford, have venereal disease. Think it over. 3. There are 3500 cases of TB in Fla. Do your part to prevent its further spread by

observing Health's Golden Rule.

5/20/20 - Dr. Eurit attends meeting in Daytona 5/11, 12 & 13. Physicians must, in these days, not only read constantly the medical journals but attend meetings where new medicine is fully discussed. They are members of the most unselfish profession.

STUART MESSENGER - 1923

12/13/23 - Dr. D. M. Graham died in Duluth, Minn. He was the first practicing physician in this section. Left Stuart about 1920.

1/18/29 - Miss Ada Downs, Superintendent, is most grateful for all gifts. Mrs. Charles

Greenlees gave a crate of tomatoes this AM.

3/1/29 - County asked to hire a Health Officer. City asked county to help support a dairy inspector who would act for the whole county. Asked to go 50-50 and made Dr. Henderson County Health Officer. It would save expense of a county nurse which would soon have to be added unless this move occurs.

6/14/29 - Red Cross County Nurse - Mrs. Charlotte Mehler made report for Feb. Mar. Apr. - 13 prenatal visits, 9 communicable disease cases, 64 sick patients, 246 total visits to homes, school visits, talks with teachers and 19 hook worm exams.

Red Cross may continue nursing services

10/2/29 - New Superintendent at hospital - Miss Edith Eggers replaced Miss E. Gillenwater. One patient in hospital at present. 11/1/29 - J. Stewart Morris, M.D. arrived, internal medicine only. No obstetrics or surgery.

12/13/29 - Dr. W. A. Claxton, Health Officer for East Coast to give diphtheria and small pox treatments in Feb. for school children. Consulted with Dr. Parker and urged treatment by private physicians. "Health conditions along East Coast are very good. There is positively no danger of an outbreak of diphtheria."

2/7/30 – Hospital seeks to raise \$2,500.00 to operate. No overhead except salary of Super-intendent, Miss Anna Jorgenson, upkeep of hospital and grocery bills.

1/19/31 - - St. Lucie Sanitarium to be re-opened.

2/13/31 – Chief Hancock, Health Officer, inspected all meat markets and restaurant kitchens. Everything clean and sanitary. "Stuart not only a good town but a sanitary one too." 4/17/31 – Hospital dance nets \$100.00.

5/1/31 – Hospital Board had 2 meetings, receipts for month \$320.00, expenses \$198.00. 8 cases cared for.

5/5/31 – Dr. Parker says this is the healthiest area on the East Coast and in the United States. Pneumonia practically unknown and no-lung disease.

THE STUART DAILY NEWS - 1933

9/27/33 – Free Clinic for the poor opened in Krueger Bldg. Those on Emergency list only. It is hoped to cut down on the number of persons receiving medical assistance by sug gestion, lectures, and promotion of sanitary ideas. Donations of furniture needed. J. D. Parker, M.D. at clinic on Monday, F. B. Eurit, M.D. at Clinic on Wednesday, J. A. Newnham, M.D. at clinic on Wednesday.

11/15/33 – St. Lucie Hospital, under Martin Co. Welfare Assoc., is being run far below average cost according to yearly report. total expenses for past 10 months, \$3,579.55 from 1/1-11/1 – 1424 days of hospital care given at an average cost of \$2.51 for each patient day. The hospital is becoming more important to the community. Now has modern surgical aids and x-ray machine.

12/26/33 T. D. Gunter, M.D. practiced here prior to 1918 died in West Palm Beach

12/26/33 – Regular monthly meeting of the St. Lucie Hospital Auxiliary will be at the Stuart Hotel. Card games will be played following the meeting.

In early 1956, Mrs. William Clark Shepard (Anne Young Shepard of Cleveland, now of Hutchinson Island) was called upon to form a women's auxiliary, which has grown into one of the most active and productive organizations in Martin County. We quote:

"The Board of Directors of the Martin County Hospital, realizing the very great need of a women's Board of Auxiliary, have given Mrs. William

Clark Shepard the privilege of directing such a project.

"The name of the organization shall be called the Senior Women's Auxiliary of Martin County Hospital. The governing Board which has been set up to plan and direct the organization consists of the following women, approved by the Board of Directors of the Hospital. Mrs. Charles Lintell, St. Lucie Boulevard, Mrs. Hollis Potter, Snug Harbor, Mrs. Thomas H. Thurlow, Riverside Drive, and Mrs. Clifford M. Luce, Pine Manor.

"The aforenamed group have worked diligently to make the first membership that of a well-rounded representation of all sections of Martin County. As soon as the organization is a functioning one, any interested person wishing to give a few hours a week to the many services for the

Hospital will be welcomed into the group.

"There are many much needed services to be performed to help make the hospital a better one. The organization will strive to supply some of those needs. A few of the services include Finance, Placement, Publicity, Rolling Library, Rolling Candy Cart, Sewing Committee, Flowers Committee, Ways and Means, Office Committee, Hospital Work Room, Nurses Aides, Grey Ladies, Holiday Observance, and as Stuart

grows there will be many more.

"At this time attention should be called to the omission of any woman who is working, however when the organization is an operating group members will be sought from all categories. At this early date it is too difficult to plan for any hours except daytime ones."

Certainly Mrs. Shepard built one of the best planned and most efficient organizations whose work in this community is outstanding, as well as being essential to the smooth running of the hospital, and in helping to pro-

vide excellent extra care of patients.

It was again Mrs. William Clark Shepard who, during the Second World War, trained the Red Cross nurses' aides so that they might fill in at the hospital, which was operating with a skeleton crew. Training consisted of forty hours of theory and forty hours of practical work on the divisions under the supervision of Miss Naomi Rood, a registered nurse.

In August 1955, Miss Marion E. Tschischeck became Director of Nurses, remaining until February 1957 when she joined the Martin County Health Department, leaving there in 1968 to join the teaching faculty at St.

Joseph College, Jensen Beach.

In December 1949, in temporary World War II barracks from Camp Murphy, the Martin County Health Department was established under Dr. Neil D. Miller. In 1964, the offices were moved into a large vacated store which has since become the Courthouse Annex. Officers of the County Health Department, employed by the State Board of Health in 1949, were: one nurse, one secretary, one sanitarian, and a part-time health officer. The staff has increased to four nurses, three sanitarians, two secretaries, and one part-time health officer. In early 1968, the offices were moved into a large renovated store.

The services available are many, such as screening individuals for possible medical aid, planning and carrying out programs of public health for Martin County regarding communicable disease control, environmental sanitation, vital statistics, health education, and maintaining clinics for the health of the community along with mental health and

laboratory services.

Dr. Miller has been the part-time health officer from 1954 to the present. Mrs. Marie McCullough was the first nurse in the County Health Department, serving from 1949 until her retirement in 1971.

From a few doctors in 1925, Martin County can now boast of having nearly seventy General practitioners, plus many specialists, function at the new and ever-expanding Martin Memorial Hospital. From having occasional visiting dentists, there are fifteen located and functioning here.

Mrs. Janet Lavery, former Director of Nurses and Assistant Administrator, helped guide the growth and development of the hospital from 1964 until her retirement in 1974. The Board of Directors, without which a hospital cannot run, has grown from five members to seventeen.

By Marion E. Tschischeck

INDUSTRY

The pineapple field was the first large money-maker here, employing almost any willing worker in the area. The plantations varied in size from five acres to six hundred under cultivation at one time by an individual planter. The industry grew in leaps and bounds, spreading up and down the west shore of the Indian River on the high sandy ridge. At the highest

point, it was called Mt. Washington.

A sand trail was chopped out of the underbrush so that a horse and wagon might travel from settlement to settlement. With the trade boats plying the river, the telegraph line came, strung from tree to tree, with a sending and receiving instrument in nearly every home. The railroad pushed south from St. Augustine, to Titusville, then to Fort Pierce, Jensen, Stuart, Jupiter, West Palm Beach, and finally all the way to Miami, with regular stops at Ankona-Eldred, Walton, Eden, Jensen, and Waveland-Rio.

From the southern reaches of the Indian River something of an export trade opened in pineapples, coconuts, tomatoes, beans, fish, and turtles. Jensen came to be known as the "Pineapple Capital of the World" in 1895, the local growers shipping as many as a million boxes yearly, most of this in June and early July.

In 1900, across from the FEC depot in Jensen, George Backus opened a pineapple canning factory where his fancy pineapples – called "Backus"

- were put up in two-quart mason jars.

The Big Freeze of 1895, as well as a few cold winters, brought the industry to a halt, but it revived and sheds were built to protect the crops.

R. R. Ricou established the largest fish company, R. R. Ricou and Sons, Fish Company, in 1896, the biggest wholesale fish business in Florida, with eight fish houses along the east coast from Titusville to Key West. He was joined in 1898 by his brother, Ernest J. Ricou. The headquarters was in Jensen. At one time, the Ricous had a fleet of more than one hundred private boats. With that many craft in operation (boats built by Captain John Miller, of Eden), Ricou needed some way of keeping the fish fresh. In 1902, he built the first ice plant.

In 1912, a small group of investors started the Florida Freezer and Fertilizer Company. The idea was to make fertilizer from the great schools of menhaden and other rough fish passing off St. Lucie Inlet.

The Citrus Industry

The citrus industry is an outgrowth of the pineapple industry that was all but wiped out following the Big Freeze, in 1895, when only the largest of the plantations remained until they, too, were forced out of business by restrictive shipping rates. Not giving up, the pioneers turned to grapefruit, oranges, and lemons. With plants such as Minute Maid and Tropicana, the frozen and fresh fruit business is second only to tourism in the state. Martin County has some of the largest groves in Florida.

The Cattle Industry

Cattle and horse-breeding have their special place in western Martin County. The Phipps Farms are known all over the world for their thoroughbreds, and the Crane Creek Ranch of William J. Matheson produces some of the best dairy cows in the state. This ranch changed from beef to dairy production after World War II. And, in 1959, its Rose Cove activity made it the fifth largest grower of cut roses in the United States. Many people are astonished to find rich cattle country in Florida, and especially to find so much of it in Martin County.

Banks

Banking has become big business, starting in 1912 when Walter Kitching opened the first bank of Stuart, then adding the Seminole Bank. The Plantation Bank in Jensen was first in the area, but soon moved to Fort Pierce. When the banks closed, in 1929, the area was entirely without banking facilities until the Citizens Bank was opened in 1933. Since that time, notably in the past five years, Martin County has grown into a banking county, with the influx of retired people bringing their funds with them. There are, at this time, seven commercial banks and two Federal Savings and Loan Associations.

Florida Power & Light Company

When Southern Utilities Company signed its first ten-year franchise with the town of Stuart, in 1916, the population was five hundred. The plant originally operated from six o'clock in the evening to midnight, except on Tuesdays – when the starting time was one o'clock, to allow the ladies of the community to do their ironing (those who had the fancy new electric irons), and to enable the visiting dentist to run his electric drill.

The local plant's first manager was P. P. deMoya. By 1936, over a thousand customers were connected to the power system, and the company employed six people. By 1964, eight thousand were using the service, and

the company payroll was \$300,000.

Most recent figures available are that the company – now known as Florida Power & Light – has one hundred twenty-six employees to keep things running for its twenty-six thousand customers – and the annual payroll is in excess of one million dollars.

Sharks, Commercial Fish

In the late twenties and early thirties, commercial fishing was at its peak. With the arrival of the railroad and ice, fish became a money product, and nearly every settler along the Indian and St. Lucie rivers set out short gill nets for sea trout, pompano, and mullet to supplement his income.

Then came the big fish houses, such as R. R. Ricou and Sons, at Jensen Beach, his brother Earl's at Stuart, with a number of smaller houses at Port Salerno's Manatee Pocket. Fishing began to be big business with larger and larger nets and bigger catches of blues, mackerel, and kingfish. The

Stuart ice plant was kept running at full capacity in those days, supplying

ice for the carloads of fish that left the county daily.

At one time, with a legal limit of one thousand yards of black-tarred haul seines, the limit was broken by tying two or three seines together, which could then sweep vast stretches of the rivers, hauling in a catch of several thousand pounds of fish at a time. Such a haul was viewed as ordinary, but a by-product was "trash" fish — the pounds and pounds that were thrown back in the rivers and left to litter the shores.

Conservationists and sport fishermen fought this method of catching and succeeded in having it stopped after World War II. However, as late as 1966, the Organized Fishermen of Florida (OFF) were still at grips with the tourist fisherman, sport fishermen, and the local resident bridge-fisherman over seine fishing. Commercial fishing, especially at Port

Salerno, is still big business.

The shark industry established in the 1940s by Charles L. Mooney, was a great boon to the area, every bit of the shark being processed and used in some way. One craftswoman "made jewelry of the eyes." The United States Army bought quantities of its rich Vitamin A; the low grade shark oil was sold for as much as eight dollars a gallon, while the high potency oil was sent to drug companies for vitamin capsules at twenty-five dollars a quart. The carcass was turned into meal to mix with feed for hogs, the fins went to California and Japan, and the skins to various leather companies.

The Florida Freezer and Fertilizer Company, located where WSTU's radio studio and tower are, opened in 1912 to use the fishermen's "trash" fish for fertilizer. In two weeks' time, however, this \$300,000 business ven-

ture was in receivership. The plant burned in 1927.

As late as 1967, Dr. C. Lloyd Claff was experimenting locally with the shark for scientific reasons, and had he not left the area, perhaps the shark factories would have begun again, in the name of research.

Southeastern Printing Company

Southeastern Printing Company, Inc., of Stuart, one of Martin County's largest business firms, after a half-century of operation, has earned a state-wide reputation as one of Florida's best graphic arts production sources.

Southeastern Printing had its beginning during the old Florida "boom" days. Dr. Edwin A. Menninger, son of the founder of the famed Menninger Foundation in Topeka, Kansas, left an editorial position with the *New York Herald Tribune* and came to Florida in 1923. The next year he began publication of the *South Florida Developer*, and operated a job printing shop in downtown Stuart.

Three years later when the "boom" collapsed, he bought the town's other newspaper, the *Stuart Daily News*, and consolidated the two into one plant. In 1938, the daily publication ceased in favor of a weekly, published on Thursdays; but daily publication resumed October 1, 1973. However, the

newspaper had passed from Menninger ownership in 1957.

New equipment was added by Southeastern as services were added or

expanded. The original 1st Street space was doubled in 1934, when the adjoining building, which had housed a furniture business, was purchased after it had been partially demolished by a hurricane.

By the time the 1960s arrived, it was obvious that additional space had to be found for the ever-expanding operation. In 1963, ground was broken for the first construction on the present plant in the Golden Gate area, south of Stuart proper. The new plant comprised 15,000 square feet. In 1967, the business had reached a point where doubling the area appeared a reasonable growth requirement. Accordingly, in December of that year, another 15,000 square feet was added. In March of 1969, it became necessary to occupy an additional 10,000 square feet, interestingly enough, in a refurbished building which was the original home of the company, on 1st Street in Stuart.

In May, 1970, the business was purchased by Burnup and Sims, West

Palm Beach, with no change of policy or personnel.

With the advent of a four-color press, additional stock storage space was required. Another 9,000 square foot addition was occupied in late 1970.

Southeastern Printing employs more than one hundred twenty-five people and produces more than one thousand jobs each month, operating many departments both day and night, and frequently around the clock when the occasion demands. In order to stay in the strongest competitive position possible, the company utilizes a computer system which reports costs on each job completed. These are compiled daily from job time cards.

Southeastern Printing makes every effort to provide wages and salaries which compare favorably with those paid for comparable work performed in the area. Employees are granted increases based on merit, contribution to the overall performance, and length of service, all based within an estab-

lished wage or salary schedule.

In speaking about the company, President Leo J. Hussey, who was named to that position May 1, 1974, said, "Our basic aim is to deliver the best printing in the fastest possible time, with the best possible skill, at the best possible price – thereby assuring a growing list of customers. We plan to make a reasonable profit to enable the company to purchase modern, efficient equipment to make jobs more secure.

"We believe a basic reason for our growth is our dedication to producing quality printing. Customer respect for the company is earned

through the pride each employee finds in his own work.

"We here at Southeastern Printing are indeed proud of the fact that examples of our work are held in high esteem throughout not only Florida but much of the entire country. Many national and regional awards have been won by printing produced by Southeastern employees."

Flowers

One of the leading industries in Martin County is the raising of flowers, principally chrysanthemums and pompons. By the use of artificial lights and black shade cloths to create longer or shorter days, the flowers are forced

to bloom, regardless of the season.

Fred Liberty, a native of Springfield, Ohio, first introduced the system of growing flowers artificially by hooking up overhead electric lights in 1942. The prohibitive cost sent some growers scurrying, but the net result was an upward thrust to "mum" growing in the winter months.

Liberty had been in the greenhouse and wholesale flower business for eighteen years, and the large producers of gladioli in Florida were seriously hurting him, so he came to Port Mayaca and, with a good many others, went into the culture of gladioli on a large scale. Then the competition was even greater. Remembering that he had read somewhere that artificial light encouraged hens to lay more eggs, Liberty decided to try it with flowers...and with a flower that sold at premium prices in mid-winter.

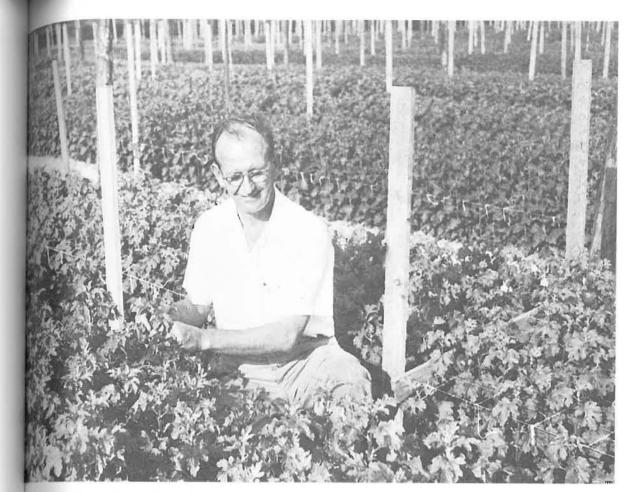
After looking over more than a hundred places, Liberty decided that the Backus Plantation, near Stuart, would be best. He needed a special type of soil, proper drainage, to be near a shipping point, and access to ample electricity. His friends and neighbors thought it was a great joke when, on October first, he set out his first seed beds and installed electric lights over the seedlings, lengthening the "daylight" period by several hours. He later transferred the seedlings into the open fields, installed five hundred 25-watt light bulbs in rows above the beds, and his asters produced commercially desirable blooms in January. He reaped a harvest in dollars that far exceeded his light bill of \$1,000 per acre. Flower farms at night look like fairyland.

Richard Hupfel came to Martin County after studying at Cobbleskill, an agricultural institution founded for the children of farmers. The senior Hupfels had been in the farm and flower business in upstate New York, making winter visits to Florida. So delighted were they with the area that they sold their New York farms and purchased property here. They began growing lilies – not to be different from other flower growers, but because on the land they bought lilies were already showing how they could flourish.

After World War II, Richard and Jean Hupfel were given the young lily farm as a wedding present. Dick soon developed it into the largest in the United States, putting the Bermuda lily growers out of business. Although his farm may not be the largest in this country today, his nineteen acres make it the largest lily farm in Martin County.

For some time, the Hupfels have had to purchase additional lily bulbs for their market demand, but now it looks as if they will enter the bulb business, in addition to growing the flowers, so successful have they become. Hupfel can plant on August 10 and harvest by the first of October, repeating the process, with an almost continuous work crew. He ships to the entire east coast as far as Canada, west to Texas and California, and across to Puerto Rico...with all the little places in between.

Two-thirds of the 'mums shipped from Florida originate in Martin County. Walter M. Hupfel, who came here, in 1959, to join his brother Richard and their father, started his chrysanthemum farm, which today is the largest in the county, employing as many as seventy-five in the field. Although some serious competition has entered the market from Central



Franklin O. Rinker, Bloomsburg, Pennsylvania, one of the county's first commercial flower growers (1952), on his 12-acre farm north of Stuart.



R. G. Hupfel helps move cartons of flowers from truck to plane at Witham Field, for speedy delivery of the perishable blooms.



Commercial fisherman Carle Hazen hoists a cobia over the stern.

Mackerel load being weighed in by Bobby Crane, Port Salerno.





Typical early shark catch on dock, Port Salerno.



First speed insecticide sprayer for Bessemer Properties citrus tract, Port Mayaca.



Loading oranges, Bessemer properties grove, Port Mayaca, 1943.



Glass-roofed shed housing rows of Philodendron Cordatum in Hobe Sound nursery of Mr. and Mrs. George Spicer.



R. G. Hupfel cutting blooms for Mrs. Russell Yates at his H&H Lily Farm.



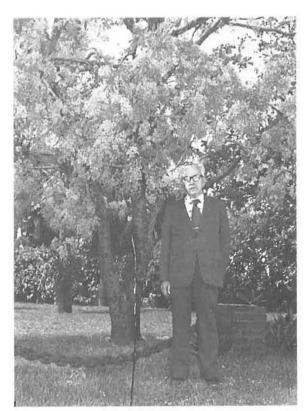
First commercial staked tomato crop developed by Lewis Routh on Circle T Ranch, Indiantown.



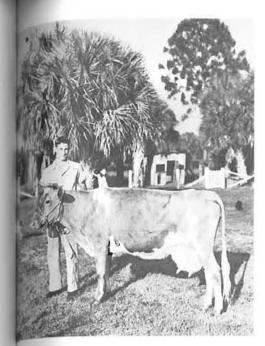
Squash being harvested on the Henry Crews farm, Palm City.



Double snapdragons developed by commercial grower Harold I. Burkey, south edge of Stuart in the 1950s.



Golden Shower (Cassia fistula) tree in Stuart: A prize example of the hundreds of flowering tropical trees planted, propagated, and promoted by Dr. Edwin & Menninger (shown here) all over Martin County for the past forty years.



Cerald Mathews with Guernsey cow raised on his parents' ranch #4H program, early 1950s.



County Agent Levi M. Johnson stroking forehead of one of the first Brahma cows on western Martin County ranch.



Award winners in home demonstration extension program clothing workshop, 1959. Items made from ramie fiber developed in Belle Glade area. Left to right:

Mrs. E. C. Griffiths, Candy Richardson, Mrs. Arlene Leachman, Blanche Pence,
Joy Hall, and Mrs. M. J. Morrison.



First herd of registered quarterhorses on the Sam Chastain ranch west of Indiantown, early 1950s.



Registered Brahma bulls on the Sam Chastain ranch, more than twenty years ago.



Load of tiny citrus trees in Palm City area, more than half a century ago.

and South America, the Hupfel 'mums are shipped east of the Mississippi to New York, Chicago, Cleveland, Detroit, Buffalo, and Montreal.

The Richard and Walter Hupfels are two families always ready to help with civic programs and community events, following in their parents' footsteps, enriching the community both socially and economically.

Another large flower farm, started in 1954, is that of Edward Miller and Son, whose seventy acres are under cultivation for pompons, standard mums, Fiji mums, and considerable landscaping plantings. This farm employs about one hundred workers, with a large yearly payroll.

Mr. Miller, a former member of the Board of County Commissioners, has done many fine things for the community, both as an elected official and as a private citizen.

Grumman Aerospace Corporation

Grumman Aerospace Corporation first established an operation at Witham Field, in Stuart, during the winter of 1950, for the purpose of conducting flight test operations on various aircraft then in production for the U. S. Navy.

At first, the field was utilized only during the winter months, but by 1954 had established a year-round operation, with manager Art Melrose.

In 1955, Grumman built a small flight test hangar, its first permanent structure at the Stuart facility, and has just recently completed a sixth hangar for a floor space of well over 200,000 square feet. A larger hangar was constructed in 1959, and by 1964, Grumman initiated a manufacturing operation as well as the flight test operations.

The first military aircraft to be completely assembled and test flown in the State of Florida was at the Grumman facility here, on November 27, 1967. This was a Mohawk, a surveillance aircraft built for the U. S. Army.

During the late sixties, Stuart was selected by Grumman for the construction of a prototype hydrofoil boat for the U. S. Navy, the PGH-1 Flagstaff. This boat was launched in the St. Lucie River in January, 1968.

Approximately eight hundred persons are employed at the Stuart facility on programs for the U. S. Army, Navy, Marine Corps, for foreign nations, and other civil aeronautic programs.

The steady growth pattern here is largely attributable to the fine cooperation of the people of Stuart and Martin County, according to a Grumman spokesman.

The Pratt & Whitney Aircraft Florida Research and Development Center

The Florida Research and Development Center is a part of the Pratt & Whitney Aircraft division of United Aircraft Corporation, one of the world's foremost designers and manufacturers of products for flight. Established in the mid-1950s, the Research Center is located on an isolated 6,750-acre tract in Palm Beach County, near the northern edge of the Florida Everglades.

Employing approximately 5,400 persons with a wide range of technical and semitechnical occupations, the Research Center is the largest industrial employer in Palm Beach County, and one of the largest in the state of Florida. The plant's payroll was nearly \$80-million in 1973. Fixed assets of the parent company exceed \$900-million. Between four hundred and five hundred employees reside in Martin County.

The Research Center's original assignment was to design and develop high-performance jet engines. The main buildings, with more than a million square feet of floor space, were completed in 1958. The plant was expanded a short time later to provide test facilities for rocket engine programs. The completion in 1971 of a third-floor addition to the Research Center's main building provided another 100,000 square feet of office space.

The Research Center's thousand-foot-long main building contains twenty acres of floor space – seven acres of offices and thirteen acres of experimental shop area. The roof of this building would cover seventeen football fields, and the air conditioning system, which operates year 'round, could cool more than fifteen hundred average three-bedroom homes.

The Research Center has its own water treatment and sewage disposal plants. It has its own roads, parking lots, and railroad tracks...fire department and police force...telephone and teletype centers...a complete hospital...cafeterias and kitchens. The plant uses as much electricity as a city with a population of forty thousand.

Pratt & Whitney Aircraft's Florida plant is one of the world's most modern and complete aerospace installations, fully equipped with the precision tools necessary to produce the jet engines and rocket engines of tomorrow. In what is best described as a "scientific community," the Research Center's large engineering staff is supported by specialists in every phase of aerospace propulsion design and development. Since being assembled in Florida beginning in 1956, this close-knit "team" has demonstrated its ability and know-how time and time again in the form of major technological achievements.

The Research Center's test complex for jet engines contains a high Mach number test facility, a component test laboratory, an instrumentation laboratory, and eleven sea-level test stands with high-speed data recording centers. One sea-level stand can accommodate jet engines that produce up to seventy-five thousand pounds of thrust. The high Mach turbine laboratory allows jet engines to be tested at simulated altitudes in excess of one hundred thousand feet.

The rocket engine test area includes both horizontal and vertical engine test stands, and complete component test facilities. All rocket test stands are equipped to simulate the airless conditions rocket engines encounter in space. One vertical test stand is used to check out dual-engine propulsion systems.

The Research Center's liquid propellant research facility gives Pratt & Whitney Aircraft the capability to evaluate all known combinations of high-energy rocket propellants both storable and cryogenic types, under outer space conditions.

The Research Center's engineering projects are supported by a nation-wide network of suppliers and subcontractors. The company purchased approximately \$20-million worth of parts, materials, and services from six hundred Florida businesses in 1973.

General R F Fittings, Inc.

In 1961, when Harold A. Potsdam established his R F Fittings plant in Martin County, it was because of the potential labor market available and the year-'round climatic conditions. Too many work days were being lost in New England because of inclement weather and resulting sickness.

Mr. and Mrs. Potsdam, Martin County winter residents, originally lived aboard their yacht, anchored at Frances Langford's Outrigger Marina; but with the establishment of the electronic plant here, they purchased a home at Port Sewall in 1964. Mr. Potsdam serves on the Board of Trustees of the Martin County Historical Society and of the First Church of Christ, Scientist. Mrs. Potsdam died December 23, 1974.

The plant at one time had more than one hundred and fifty employees, which encouraged Grumman to enlarge its facilities, since skilled workers could be found in the area, as well as those who were untrained. When Mr. Potsdam was employing one hundred and fifty people, Grumman had thirteen.

The plant specialized in precision coaxial connections. It is reported that not a single space shot got into the air, not a man landed on the moon without benefit of Harold A. Potsdam's product. Even *Telstar* depended on this precision instrument plant. Considered a "clean, non-pollutant industry," as it met every government regulation both inside and out, R F Fittings had a weekly payroll exceeding \$10,000. It also did precision gold- and silver-plating, and micro-electronics. The Stuart plant was so successful that within two years Mr. Potsdam moved his Boston plant here, and, in 1965-66, sold the enlarged plant to the Solitron interests. He retired to devote his time and energy to private investments and for the good of Martin County.

Tourism

Martin County has grown to impressive proportions as a winter resort. Its population swelling from twenty-four thousand in 1964 to fifty thousand in 1975 indicates its popularity for the full-time resident. Winters bring some twenty thousand from the north to enjoy the sunshine, the water sports, and the fishing. It is estimated that seventy-five percent of the resort business is done between November and April. However, Stuart, with its one hundred and fifty miles of waterways, is now being billed as the year-round vacation resort. The State Chamber of Commerce claims that the two biggest months for out-of-state visitors are July and August.

The mobile home has invaded Martin County, and trailer parks are not difficult to find. It can be said that there are accommodations in hotels, motels, and apartments, ranging from five to fifty dollars a night. Atlantic Ocean and waterfront estates range from \$50,000 to \$500,000.

The Stuart Chamber of Commerce reported that by October 1, 1974, it had received more than six thousand eight hundred inquiries for the year, and some sixteen thousand visitors had been welcomed at its head-quarters on South Federal Highway at Shepard Park, overlooking Frazier Creek.

Boats

Martin County's early settlers all had boats because there was no other way to get from one place to another, before roads were cut through the jungle or along the rivers' edges. Nearly everyone who arrived between 1878 and 1894 sailed or steamed down the Indian River from Titusville, some aboard commercial vessels, some in their own smaller craft.

Because travel by water was a necessity (even for going to church, if you happened to be Episcopalian and had chosen to live on the south side of the St. Lucie), everyone had a dock of his own or permission to use a neighbor's. As has been mentioned elsewhere, it was news when a resident changed his boat from oars or canvas to engine power.

Today's boating – more for recreation, sport, and pleasure than for the business of getting from one place to another – is represented in impressive terms: two hundred and thirty-three persons are employed locally in marine related industries, the gross payroll being approximately \$1,935,000.

The Florida Department of Natural Resources reports some 2,892 boats registered in Martin County with motors of ten horsepower or more. The average length of registerable boats is roughly nineteen feet. With an estimated valuation of \$5,000 each, the round figure is \$14,460,000. Adding sailboats and "non-registerable" boats (with less than ten horsepower) the figure easily reaches \$20-million.

Capital investment in the industry, including land, buildings, and inventory, is estimated at \$8,254,000 (1974), and gross sales for the previous year totaled some \$6,357,000.

From the Jensen Beach Mirror, June 12, 1969

Martin Officials Inspect Charlotte Steel Plant

Martin County officials and reporters were given a tour of the Florida Steel Plant in Charlotte, N. C., Thursday to see what type of plant and machinery would be installed in the prospective Indiantown plant.

Among the group of 15 flown to Charlotte for the inspection were three commissioners, J. W. Hussey, Timer Powers, and Frank Wacha; three zoning board members, Alvin Stewart, Russell Yates, and Paul Siefker; chairman of the water management board, Lewis Bergen; Frank Weise, who will manage the Indiantown plant; Jack Robinson, manager of Indiantown Company; William Taylor, farm bureau president; Norman Hales, who owns farm land adjoining the proposed steel plant, and four reporters.

Upon arriving at the Charlotte plant after a two and one-half hour plane flight, each visitor was given a helmet and glasses as a safety precaution.

These helmets and glasses were worn by employees as well as visitors as a safety measure, according to Weise, who conducted the tour. Safety is one of Florida Steel's main concerns in its plants, Weise said. They have men in different locations around the plant to watch that safety measures are carried through. Each plant has a safety committee which meets once a month with employees to discuss better safety in the plant.

The group was told that the Florida Steel Plant planned for Indiantown will be making reinforcing bars for building construction. The bars will be made of steel scrap, melted down and reshaped into these bars. The scrap is put into an electric furnace which melts down the steel at more than 3,000 degrees.

After this process, the steel is shaped into billets, then fed into the roughing mill which rolls them into long bars. On the way to the cooling table, the bars go through a horseshoe reaper which whips them around to make them even longer. After cooling they are then cut down to construction specifications.

The main point of the trip concerned the controls of pollution of water or air. The water that is used will be used over again after it is purified, Weise said. The plant in Indiantown will have a pond, made of cement, into which the waste water will empty. This same water will then be put through a purification process and will be reused, so as not to pollute any surrounding waterways.

The Florida Steel plant in Indiantown will also have "Bag Houses," similar to those at the Charlotte plant. These work on the same principle as a home vacuum cleaner. The polluted air will go through orlon and dacron bags which will filter out the dirt and dust. After this the air will be let out, but as clean fresh air that will not smell or cause pollution to Indiantown, Weise added.

Frank Hunsberger, Tampa, Vice-President in charge of operations, said that if zoning is approved, construction could begin soon. The land excavation and leveling would start in July and construction would begin in August. The whole construction of the plant would take one year, he said.

"Any opposition developing against the steel plant in Martin County would have to be for reasons other than air or water pollution," according to County Commissioner Frank Wacha. "There seems to be no noise that would bother anyone," he said.

By Dennis Doyle

Southern Bell Telephone

Three days before Christmas in 1919 – December 22 – Southern Bell bought the West Palm Beach Telephone Company. It included Stuart, West Palm Beach, and Delray. The price was \$77,200.

There were forty-three telephones in Stuart, battery operated, and with a friendly central operator who expected subscribers to say, "Maggie, get me So-and-So on the corner –" after her attention had been attracted by the turning of a crank on the side of the box fastened to a wall in the

Stuart subscriber's office or residence.

With so few instruments in use, there was little inducement for most residents to subscribe, because, as one non-user said, "Who'd I talk to if I had one? Nobody I know does."

By 1945, however, five hundred and forty-seven telephones were installed in Stuart, and ten years later there were two thousand and fifty-two. A spokesman for Southern Bell in Martin County told one of our researchers that the company forecast for 1975 is "around thirty thousand instruments in use."

NEWS MEDIA

The Pink Paper, the *Indian River News*, first published in 1887 in Melbourne, was considered by many to be as good a south Florida paper as the *Titusville Sun*, which served the area in the beginning.

The Palm Beach Sun now has the distinction of being south Florida's first newspaper, for it is the original Indian River News. In 1896, the name was changed first to Tropical Sun, and then to Palm Beach Sun.

The *Titusville Advocate* was called *The Pink Paper* for the color of its newsprint. As time passed and the area to the south opened up, the Richards girls of Eden, the Millers of Jensen Beach, and Mrs. C. S. B. Haney of Stuart all wrote weekly columns. Mrs. Haney's column appeared in more than sixty newspapers throughout the United States.

Stuart's first newspaper, the *Stuart Times*, was founded April 18, 1913, by Will H. Stevens, serving the area until March 2, 1917. On November 5, 1915, the *Fort Pierce Tribune* started the *Stuart Messenger*; A. K. Wilson was "proprietor." C. S. Miley its editor. With the papers competing against each other, attempts were made to consolidate, and, in March of 1917, the Fort Pierce interests finally absorbed the *Stuart Times*.

On March 31, 1921, E. R. Clyma joined the Fort Pierce interests as editor of the *Stuart Messenger* and within a year, on February 22, 1922, he purchased the paper and his son Ramen became business manager. A year later, on May 31, 1923, his son Carlton became editor when the senior Clyma retired.

On October 12, 1932, the Clyma brothers brought out the first issue of the *Stuart Daily News*, putting an end to the weekly *Stuart Messenger*. This paper was to have the distinction of being the only daily paper in a town so small. Stuart was in the heart of the "boom" and the paper was filled with real estate advertisements.

The South Florida Developer, a weekly, was started May 21, 1921, by Howard Sharp, who owned and published the Everglades News at Canal Point. It was purchased by Edwin A. Menninger, August 10, 1923, and moved to Stuart. It quickly became a semi-weekly, thanks to the good times, and for five years Stuart was a two-newspaper town again.

On April 1, 1928, Menninger bought the Stuart Daily News from the

Clyma brothers, consolidated the plants and continued to publish the *South Florida Developer* as a weekly until 1931, when it ceased publication. The *News* was continued as a daily for nine years, until 1934, when it reverted to weekly publication.

Ernest F. Lyons joined the daily Stuart News in 1931 as advertising

director, becoming editor in 1942.

On September 1, 1957, Gordon B. Lockwood purchased the *News* and built the present plant on East Ocean Boulevard. Lockwood sold his interest in 1965 to the Scripps-Howard chain and in October 1973, under Ernest Lyons's careful guidance, the *Stuart News* once more became a daily.

The Okeechobee Press started as the Indiantown Press in 1959 to serve that area, and was bought by Mr. and Mrs. Edward Gluckler of Stuart, who sold it to Richard Campbell, editor and publisher of the Jensen Beach Mirror, in 1964. Three years later, Campbell sold the paper to Howard Haid, and it ceased publication in 1973.

Coming from the *Juneau Independent*, a weekly Alaskan newspaper, in 1961, Richard Campbell became sales manager for the *Stuart News*. Not content with his work, the former music man (he had been first drummer with a band for four years, had written music in Hollywood, and had done his turn "on the road"), Campbell left Florida for Connecticut. Florida still called and Campbell came back, this time to Jensen Beach, where several businessmen convinced him that he should start a weekly paper.

In 1959, in a small garage at his home, Campbell put out the first edition of the *Mirror*. This award-winning paper not only expanded to its present location on Commercial Street, but was the fourth newspaper in the state to print by "offset," and right from the beginning. Later, the *Mirror* field-tested the direct input copywriter — a computer machine designed exclusively for newspapers, it sets only type. So successful was this experiment that the precious but cumbersome \$50,000 machine was developed into a \$5,000 news machine and now, further refined, sells for \$2,000, making typesetting a joy.

On August 2, 1964, the *Martin County Sun*, a weekly, made its short-lived appearance. At the same time, the *Stuart News* published a free Sunday tabloid called the *Martin County Free Press*, with a life of approxi-

mately three years.

In 1972, the *Today* paper of Cocoa, a Gannett publication, opened a Stuart news bureau, the first such paper to come into the area based on a survey of what the people specifically wanted. In one year its circulation ran to 40,000, and at present it has reached 70,000, although it now has no bureau in Stuart.

Betty Bush, editor and publisher of the *Beacon News* ("the only newspaper in the area – a weekly – with paid circulation") started this growing paper, which serves two counties, Palm Beach and Martin, in 1961.

Beverly Hutton, editor and publisher of the Jupiter-Tequesta Outlook,

established her Sunday Shopper March 17, 1971.

Bob Worden started the *Flashes*, a give-away shopper, in 1950 as a winter project, and sold it to Leonard W. and Arline G. Hawkins in 1955.

The Hawkinses, from Michigan, spent Christmas vacations with their children on the west coast and fell in love with Florida. After visiting a son at the University of Miami, Leonard drove up the east coast. When he got to Stuart he telephoned to Arline in Michigan and said, "I've found it!" She knew that he meant "the place to live and the business to buy."

The Hawkinses had spent sixteen years in Michigan putting out a similar publication, and have been producing the *Flashes* here for nineteen years. The first office was in their lovely old house on the river, built about seventy years ago, but is now at 207 Flagler Avenue, in another landmark building.

In the past fifteen years, the *Miami Herald*, the *Fort Pierce News Tribune*, the *Palm Beach Post and Times* all opened Stuart bureaus to serve the increased population and its reading habits.

In 1950, Lester M. Combs came to Stuart to build and establish a radio station. Combs had been manager of the Jacksonville Beach radio station, and executive account manager for WMBR-TV, Jacksonville, previously.

Stuart in those days was the largest city on Florida's east coast without a radio station. When WSTU went on the air December 9, 1954, Stuart was the smallest city to have a station, but the Bluewater Broadcasting Company was a success. It originally broadcasted over 100 watts, limited by the FCC. However, power was increased to 250 watts, night and day, with a county population count of approximately 12,000 people. In 1970, it was increased through new ownership to 1,000 watts days and 250 nights.

The original studio was a small green cottage on the north bank of the St. Lucie, which grew into the present modern buildings. In 1964, Combs was granted an FM frequency. Once more, Martin County was the smallest county in population in Florida to have its own FM-stereo radio station. Named WMCF (Wonderful Martin County of Florida), it was the first FM station in the Indian River area (Indian River – St. Lucie – Martin Counties) to broadcast FM-stereo.

At first, programs were broadcast simultaneously over both outlets, then gradually WMCF began developing its own programming. In 1969, the Combs family sold WSTU to Harvey L. Glascock and WMCF became completely independent, providing the county with separate, individual, competing stations.

Located four miles north of Stuart on the Federal Highway, WMCF is solely owned and operated by the Combs family, Lester M., his wife "Peggy," the former Margaret Justice of Fort Lauderdale, and daughter Christine Margaret, a student at Indian River Community College.

Glascock, president and owner of WSTU radio, has had a varied background in radio and says he purchased WSTU "as part of his retirement program." Formerly vice-president and general manager of WNEW, New York, WIP in Philadelphia, WHK in Cleveland, and WKDA in Nashville, he was account executive at WMAL, WINX, and WOOK in Washington, D. C., his home town. A captain in the Army during World War II, Glascock is married to the former Genevieve Hurley. They have two daughters, Patricia and Barbara, and now reside in Stuart.

Active in many civic affairs and community projects, Glascock was chairman of the "Save Our Beaches" campaign committee, formerly on the board of directors for "S.O.D.A." (Stamp Out Drug Abuse), past chairman, Sailfish District of Boy Scouts, past chairman, Cancer Crusade, past cochairman, Martin Memorial Hospital Ball, and chairman of special gifts for the House of Refuge Restoration Fund.

ORGANIZATIONS

Acacia Lodge, F. & A. M.

On January 16, 1907, the Acacia Lodge, No. 16S, F. & A. M., of Jensen Beach, received its charter and from 1913 to 1919 met in a room over the Jensen Beach Post Office.

Moving into Stuart, after fire destroyed the building, meetings were held in the old Woodmen Hall at the corner of Akron Avenue and Third Street, on the second floor of the wooden building which housed the telephone company office on the first floor, and is still standing today.

The original charter was granted May 5, 1908, and its members were: Douglas E. Austin, Worshipful Master, Thomas Hellier, Senior Warden, and T. Hellier, Junior Warden.

In 1949, the present Masonic Temple was built at 32 Osceola Avenue and is the meeting place of Masons, Eastern Stars, DeMolay, and Rainbow Girls. In 1916, Erich Schroeder was Worshipful Master, followed in 1917 by Curt Schroeder, and in 1919 by George Parks.

The Woman's Club of Stuart

Mrs. J. R. Pomeroy was the organizer and the first president of the Woman's Club of Stuart, in 1913, meeting in the Epworth League Hall, which burned in 1915. She was assisted in this organization work by Mrs. C. S. B. Haney, state and national organizer for the Women's Christian Temperance Union. Mrs. Haney was the wife of Dr. H. J. Haney.

The club, which began with forty members, now has well over two hundred. Incorporation papers were drawn by Judge W. F. Rightmire, May 23, 1914. The charter, granted by Circuit Judge J. W. Bethel of the 11th Judicial District, was signed by Margaret M. Frazier, Agatha Thomas, Elizabeth McDonald, Adelina Hogarth, and Mary A. Graham.

After the Epworth League Hall burned, the ladies met in each others' homes and finally at the Woodmen Hall; then in 1916, during Mrs. McDonald's presidency, the club purchased the old Christian Endeavor Hall. The hall was enlarged and used extensively as a public library and meeting place until it was demolished by a hurricane in September 1933.

In 1934, the Civic Works Administration built a club building as a public library in the name of the city. Once the construction was completed, the property was deeded to the city, which turned it over to the club, of which Mrs. George Krueger was president. The Woman's Club

operated the library for forty years. The present Woman's Club building is on East Ocean Boulevard.

In 1958, the Junior Woman's Club was organized, and a scholarship program initiated in 1960.

Stuart Chamber of Commerce

Stuart Commercial Club was the forerunner of the later Chamber of Commerce. It was started in 1915 by Stanley Kitching, president, George Backus, vice-president, G. S. Chesterman, secretary, H. G. Bailey, treasurer, and J. C. Hancock, Curt Schroeder, and W. C. Simmons serving as an executive committee.

The club began pushing for road and water improvements. In 1912, it fought for a freight shed and an F.E.C. passenger station. It urged advertising the area, promoted the first bank, plugged for telephone service, voted to purchase kerosene street lamps for the town, and raised \$600 for a bridge across Poppleton Creek.

In 1913, the club published 2,000 booklets applauding Stuart; maps of the area were enclosed with the books. That same year the club worked hard for a road between Stuart and Indiantown, and supported formation of the Stuart Band.

In 1914, it urged work on the St. Lucie Canal, looked into the possibilities of a bond issue for more adequate schools, and invited President Woodrow Wilson to visit Stuart.

In 1915, the group endorsed an \$850,000 bond issue for roads and bridges, saw the St. Lucie Canal contract signed, backed the proposed town charter, and erected a welcome arch on the Dixie Highway.

American Legion

In June of 1919, C. M. (Zack) Blizard held a meeting of some forty servicemen in the basement of the Methodist Church and Stuart's American Legion Post was started. L. F. Geiger, E. M. Boyton, and C. M. Blizard were appointed a committee to secure a charter. Temporary post commander was Dr. John A. Newnham, vice-commander, I. Leroy Ricou, post adjutant, C. M. Blizard, post finance officer, L. F. Geiger, and sergeantat-arms, F. W. Loy. Other charter members were Earl J. Ricou, John D. Baker, Bryant Mclendon, Jackson H. McDonald, William C. Johnson, C. F. Hancock, and E. S. McCulley.

Reorganization took place in 1922, and on May 25 the Harold Johns Post was established with some twenty-five members.

C. B. Clyma was elected post finance officer on August 16, 1923, and appointed Warner B. Tilton, Dr. J. A. Newnham, and Karl Krueger a committee to purchase property for a post home. This they accomplished September 19, 1923. The post serves the community in many civic ways.

On October 7, 1923, the Woman's Auxiliary was created with Mrs. M. R. Johns as president, Mrs. J. G. Steinhauser, vice-president, Mrs. E. Lowery, secretary, and Mrs. M. G. Littman, treasurer.

Boy Scouts

Stuart's Boy Scout Troop, No. 801, sponsored by the Stuart Lions Club, is the oldest troop in South Florida. Formed in 1921 with local barber Howard Bailey as scoutmaster, the troopers were Joe Backus, Mark Witham, Bill Seymour, George Thomas, Fred Walton, Ted Lukert, Frank Johnson, Bo Christian, Leon Fennell, George Parks, Joe Schroeder, Earl Johnson, Jim Pomeroy, Sammy Lane, Errol Willes, and Hugh Stuart.

Many of these names are found supporting the growth and development of Martin County. As the boys grew through scouting activities, they became responsible citizens in the community, serving it faithfully, as scouting helped them meet problems through better understanding and communication between people of all ages.

There are three levels of scouting in Martin County, all coming under the Sailfish District of the Gulf Stream, a council established in 1970 due to the growth of scouting. Earlier, Martin County scouts were served by a council and a professional staff as part of the tri-county area – Martin, St. Lucie, and Indian River.

As the three branches grew – Scouts, Cubs, and Explorer Scouts – it was necessary to provide a more direct service for these young men. Through the efforts of Jack Williams, Carlton H. Bunker, David Deci, Douglas Arnold, and many others, a Sailfish District Committee was recruited. Jack Williams was the first district chairman, followed by Harvey Glascock, Wesley Klinger, and James Beasley. Enrollment has increased from 200 in 1970 to over 600, with James Edgar, Jr., as council representative.

Other well-known names connected with scouting in Martin County are John Keller, C. B. Arbogast, Carolyn Pomeroy Ziemba, Dennis S. Hudson, Dennis S. Hudson, Jr., Evans Crary, Jr., James F. Littman, and Florida Power & Light Company.

There are twenty Eagle Scouts in Martin County.

Jensen Beach Chamber of Commerce

On January 23, 1922, the Jensen Beach Business Men's Club held its first meeting in the Jensen Civic League Hall. Attending were: R. R. Ricou, wholesale fish dealer (Jensen headquarters with eight fish houses), W. L. Fredricksen, hardware and machine shop, Ray S. Robertson, station agent, for F.E.C., Blount Pitchford, farming, Hutchinson Island, J. J. Pitchford, farming, Hutchinson Island, C. H. Munch, farming, Hutchinson Island, Charles Hellier, Standard Oil agent (Jensen), William Johnson, Postmaster, William Leonard, wholesale fish dealer (Walton), Charles H. Taylor, retired glass manufacturer (Walton), and W. B. Tilton, secretary. The outgrowth of this group that brought roads, bridges, and electricity into the Jensen area was incorporated into the Jensen Chamber of Commerce. The name of the area was changed to Jensen Beach in 1941, largely through the efforts of John Michaelson, a member of the Martin County Historical Society.

In 1952, a new headquarters was built, but by 1970 growth necessitated a larger building. Under the guidance of Richard Campbell, publisherowner of the *Jensen Mirror*, the present Chamber building was constructed on Commercial Street between the river and the railway tracks.

Rotary

The Stuart Rotary Club began with a preliminary meeting in the Peacock Arcade on August 6, 1929, with the first actual meeting held at Chisholm's Grill. The group's charter was received August 30, 1929. Meetings were held in numerous places over the years: Stuart Hotel (torn down), Lighthouse (torn down), Old Arcade, Tradewinds Restaurant (now La Fonda), Frances Langford's Outrigger, Sunrise Inn (now the Bay Harbor Club), and the Holiday Inn in downtown Stuart.

Charter members were Kennon H. Turner, J. A. Aigler, C. B. Arbogast, Orris Nobles, M. G. Littman, Dr. H. H. Hipson, P. O. deMoya, E. J. Smith, Jr., L. E. Ashley, Webster Ordway, Dr. J. D. Parker, Andrew Lester, E. A. Menninger, Evans Crary, H. W. Cockrell, Percy Fuge, James M. Harrison, and J. Franklin Bell. The membership exceeds sixty at the present time.

The Garden Club of Stuart

There are no existing official records for any early Garden Club meetings, but the *Stuart News* of 1950 quoted from a 1930 edition, "The Garden Club celebrated Thanksgiving Day with a community dinner... during the afternoon, bridge and fantan were played...all guests stayed for the evening meal, thus ending a happy day."

What is now known as the Garden Club of Stuart, Inc., was initiated in 1936 by Mrs. Willaford R. Leach, who had recently moved to Jensen Beach from Atlanta, Georgia, where she had been active in garden club work. She and her Stuart friend, Mrs. Josephine Kitching Taylor, aroused interest in forming a local branch of the Federated Garden Clubs.

Seven women met in October 1936, at the Woman's Club, then on Albany Avenue, elected officers, and thus officially became the Garden Club of Stuart. These officers were: president, Mrs. Willaford R. Leach, vice-president, Mrs. John E. Taylor, recording secretary, Mrs. Carroll Dunscombe, corresponding secretary, Mrs. Thomas Matthews, and treasurer, Miss Celia Atwood.

The ensuing membership canvass was highly successful, as people were becoming increasingly aware of the need for home and community beautification. The first regular meeting of the new organization was held January 25, 1937, at Tuckahoe, the estate of Mrs. Leach on the Indian River. (This later became the campus for St. Joseph College of Florida and is now the site of the Florida Institute of Technology, School of Marine and Environmental Technology.) From the large attendance, seventeen became charter members: Mrs. L. E. Ashley, Miss Celia Atwood, Robert Cheek, Mrs. A. C. Courson, Mrs. Evans Crary, Mrs. Carroll Dunscombe, Mrs. Ralph Hartman,

Mrs. H. H. Hipson, Ed Hosford, Mrs. R. C. Johns, Mrs. L. C. Kickliter, Mrs. Stanley Kitching, Mr. and Mrs. Willaford R. Leach, Mrs. Thomas Matthews, Mrs. E. A. Menninger, and Mrs. John E. Taylor.

The constitution and bylaws adopted at this meeting state, "The object of this club shall be to promote intelligence in regard to the flora of southern Florida; interest in gardening, and cooperation in civic beautification and in the protection of trees, shrubs and flowers." (Article II)

Other articles of the constitution limited the membership to twenty-five, and set active dues at one dollar and twenty-five cents. A few days following the organization, on January 29, 1937, the Garden Club of Stuart was federated and became a member of the Florida Federation of Garden Clubs. It now has more than three hundred members.

The civic projects performed by these early Garden Club members reveal a vast breadth of enthusiasm and dedication: planted and maintained grounds of the Stuart Woman's Club; "...planted and kept the four blocks of Railroad Parkway in fifteen (15) circular flower beds, planted eight hundred (800) poinsettia plants in nine (9) beds, also rye grass in half of Parkway," established a book shelf in the library for horticultural encyclopediae and periodicals, in 1953, raised the membership quota to sixty active members, and ten years later no limitation was stated. On December 12, 1962, the Garden Club of Stuart became a corporation.

In 1961, the Stuart Garden Club took a definite stand on protecting the bald eagle, and introduced such a resolution, which was passed by the Florida Federation of Garden Clubs.

The planting of more than one hundred median strips from one end of the county to the other was accomplished between 1964-1966. In the same period, with the cooperation of the Martin County Beautification Advisory Committee, many varieties of palms were installed at the north and south entrances to our county, basic foundation planting was made at the Elliott Museum, and two Hong Kong Orchid trees were set in the Courthouse grounds.

The following year (1967) the Garden Club completed the landscaping of the main entrance, side, and the patio area of the Martin Memorial Hospital.

Perhaps the most significant accomplishment of the Garden Club has been its participation in the creation and development of Memorial Park. This property, when first acquired, consisted of more than forty acres of land which were set aside by the city for park purposes. The beautification of this area was adopted by the Garden Club in 1950 as a long-term project. The noted landscape architect, W. L. Phillips, was retained by the Garden Club to draft the master plan for the park which was approved by the City Commissioners.

The present project of the Garden Club is active involvement in the "Possum Long Nature Center." In 1973, the Martin County Audubon Society acquired approximately four acres of "...undeveloped land, with its trees and ferns and vines, its haven for birds, with its potential as a spot of

quiet, tranquil refuge for people..." within the geographical heart of Stuart.

Formerly the site of two nurseries, surrounded by dense growth of native, exotic trees and vegetation, it makes an ideal as well as logical nucleus for a nature center. The Garden Club made a substantial financial contribution towards the initial payment for the property, and has obligated itself to assist with the remaining indebtedness. Development plans provide for a park area, and "...a mini-botanical garden, where, with the help of the Garden Club of Stuart members we will propagate, grow, identify, and promote the use and knowledge of both native and exotic horticultural specimens. Special emphasis will be placed on promoting the use of native trees and plants in local landscaping..."

By Margaret F. S. Glace

Kiwanis Club

The largest organization of its type in the county, the Kiwanis Club of Stuart, Inc., observed its thirty-seventh anniversary in 1975, when the national organization marked its sixtieth birthday. The local membership numbers ninety-four.

This year also marked culmination of perhaps the largest club project in overall scope of any ever undertaken by any club here, when a fine municipal swimming pool was completed and opened on a tract of School Board land adjoining the Martin County High School.

The club volunteered to raise \$100,000 toward the cost, and the county government agreed to match that sum when the Kiwanians secured it. A one-and-a-half-year-long campaign for the funds was capped in October, 1974, when the goal was reached and the county took charge of the project, issuing a construction contract for \$221,393.

Considerations for formation of a Kiwanis Club in Stuart first began in March, 1938, when "a number of leading business and professional men," with the late architect Bert D. Keck as spokesman, approached J. E. Nobles of Fort Pierce, at that time Florida Kiwanis Division Two lieutenant-governor.

A movement was underway to reorganize the Stuart Civitans Club, which had collapsed in 1930, and a meeting was held on March 21, 1938, for this purpose. (That effort failed, but the club was revived in 1957, and is flourishing today.) Then two communications from Nobles encouraging the formation of Kiwanis were received and sponsors of the idea immediately went into action. A prospective list for membership was drawn and an organization meeting was held at the Pelican Hotel on March 25, at which the first officers were chosen.

Presentation of the club's charter from Kiwanis International featured the charter party which more than two hundred persons attended at the Log Cabin May 6, 1938. Simeon R. Doyle, governor of the Florida district of Kiwanis, presented the charter; Dewey Crawford, president of the Fort Pierce club, presented a United States flag to J. A. Jamison, who accepted it for the club, and Nobles presented a gavel and gong to Vice-President

Keck, who accepted for the club. C. Herold Hippler, vice-president of Kiwanis International, delivered the principal address of the evening.

Meetings were held first at Chisholm's Grill, then the St. Lucie Hotel, then for a number of years at the Stuart Woman's Club on Albany Avenue, all three places now long gone. When the Holiday Inn was built in Stuart in 1966, the meetings shifted again and remain there.

Charter members membered twenty-seven: Dr. L. W. Barnes, Bert D. Keck, L. C. Kickliter, Dr. J. D. Parker, T. T. Oughterson, the Reverend L. E. Thomas, C. W. Long, Roger G. Spicer, W. N. Cromer, John J. Moore, The Reverend T. C. O'Steen, J. Fred Evans, Earl J. Ricou, J. R. Pomeroy, Clyde Atkins, Sam A. Matthews, W. L. Sullivan, Charles O. Pittman, Jr., L. C. Clements, A. C. Courson, H. R. Lowery, John E. Taylor, Jamison, J. J. Ranney, J. B. McDonald, Marvin H. Rowell, and R. Ivan Taylor. Only Kickliter, Keck, Oughterson, Courson, and Dr. Parker are still active in the club.

Dr. Barnes was the club's first president for the balance of 1938. Succeeding him were the Reverend Mr. Thomas, in 1939, Dan Davis in 1940, Courson in 1941, Oughterson in 1942, Kickliter in 1943, T. L. Decker in 1944, William V. King in 1945, George Keith in 1946, Lon Tyson in 1947, the Reverend Phil Maxwell and later Price McD. French in 1948, Charles A. Porter and later Henry G. Kindred in 1949, and George H. Tilton in 1950.

Subsequent club leaders were Charles H. Rue in 1951, David B. Irons, Jr., in 1952, R. F. Fenton in 1953, R. V. Johnson in 1954, R. Cecil Johns in 1955, E. A. Menninger, Jr. in 1956, Dr. P. O. Thomas, Jr., in 1957, Frank DeStefano in 1958, W. A. Oughterson in 1959, A. O. Pittman, Jr., in 1960, John C. Dicks in 1961, John A. Rasmussen in 1962, Thomas H. Thurlow in 1963, Dr. H. H. Hipson II in 1964, Dr. W. S. Robson in 1965, Herbert P. Rosmarin in 1966, William R. Scott in 1967, Dr. Bryan Featherstone in 1968, and Alvin N. Andrews in 1969.

In 1969, the club's year changed from a calendar year to one ending September 30, and the first leader under this plan was Guy N. Cromwell. He was followed by Edwin L. Dassori for 1970-71, X. O. Lisle, Jr., for 1971-72, Dr. John F. Powers for 1972-73, Charles R. Schad for 1973-74, and Thomas Thurlow, Jr., for 1974-75.

By E. A. Menninger, Jr.

The John W. Stokes Research Foundation

John W. Stokes became enchanted with the natural beauty and abundant waterways of Martin County when he moved to Stuart in the mid-thirties.

Nationally prominent as attorney, certified public accountant, tax specialist, lecturer, business consultant, author, publisher, and convention speaker, one of his greatest desires was to help young people become better citizens, self-reliant, successful, and trustworthy leaders in the community. To achieve these goals he organized the John W. Stokes Research Foundation in 1947.

To enable it to carry out the worthwhile programs he had envisioned, he transferred some funds and certain properties to the Foundation, then included in his will additional properties and assets. At Mr. Stokes's death, July 23, 1950, the officers and directors of the Foundation, headed by President Dee R. Bramwell and Executive Vice-President Mary Lolene Stokes, widow of the founder, made additional plans for the continuation of the programs and projects for the benefit of the public.

It was decided to follow the old adage that charity begins at home. Therefore, the scholarship program was planned as one of the major projects, for the benefit of the graduating students of Martin County High School, the plan to begin as soon as adequate funds

were available.

High on the list of projects was help to build a greatly needed public library. A public library would be of benefit to the greatest number of people – the old, the young, and all ages – so it was decided early that a

substantial contribution would be made for the new library.

The main property bequeathed to the Foundation was the two-story building on South Federal Highway, about five miles south of Stuart, now the Roschman Site of the Stuart branch of Indian River Community College. After this property was sold, and later, when funds were available, the Foundation made a substantial contribution to the Martin County Library Association, which enabled it to proceed with the plans and start the new building. Additional contributions helped to complete the library and assist with further expansions, including the purchase of books especially for the use of students.

When the library building was completed, it was given by the Library Association to the County, free and clear, for the County to operate. It had been paid for entirely by the contributions of individuals, clubs, civic organizations, and business firms, the Stokes Foundation being the largest

financial contributor.

Fifty Stokes Foundation scholarships were awarded from 1953 through 1970. The last four-year scholarship student graduated in December 1974.

Other important long-term projects and programs of the Foundation included the following contributions which were made over a period of many years. Large contributions were made to the Martin Memorial Hospital for its building fund and expansions, for furnishing many hospital

rooms, and providing some equipment.

The Woman's Club of Stuart planned a new clubhouse building soon after the Library was started, and the Foundation gave generously. It paid for the tile roofing, helped to pay for the heating, and later helped pay for the air conditioning. This clubhouse has provided a facility to serve other clubs, for the showing of Audubon Society films, and the Library travel films, as well as for numerous other public uses.

The Pioneer Occupational Center for the Handicapped (now the Tri-County Rehabilitation Center) has been greatly benefitted by many contributions from the Stokes Foundation, including furniture, tools, filing cabinets, office furniture – tables, chairs, desks, sofas, and other gifts too numerous to mention. In addition, substantial financial assistance has been given almost every year since the Center started.

The Foundation has contributed \$3,300 for student loans. On the basis of the Federal grants of matching funds on a ten-to-one basis, this amount created a student loan fund of \$33,000 – mostly at Indian River Community

College.

Many students from Martin County attend the Indian River Community College, and the Foundation has contributed generously to that school's building fund, its library – building and expansions, and to the remodeling and renovation of the Roschman Site, Stuart Branch.

While St. Joseph College was in operation in Jensen Beach, the Foundation also donated to its library building, student loan funds, and for

the purchase of library books.

The Foundation helped substantially in the restoration of the Gilbert's Bar House of Refuge on Hutchinson Island, contributing funds, furniture,

and numerous other items since the restoration began in 1955.

The Martin County Historical Society and the Elliott Museum also have been the recipients of many contributions from the Stokes Foundation – substantial funds, office furniture, showcases, furniture for the President's Lounge on the second floor; as well as gifts of pewter, and

paintings, among other articles.

Miscellaneous civic contributions have been made by the Foundation to the Youth Center, Boy Scouts, Girl Scouts, Audubon Society, Garden Club, Animal Rescue League, Volunteer Ambulance Services, Volunteer Fire Services, Red Cross, Heart, and other public health services; to Oceanographic Research, Boy's Club of America, C.A.R.E., Children's Home Society of Florida, Sheriff's Boys Ranch, Junior Achievement, Reader's Digest for the Blind, Lions' Industry for the Blind, Mental Health, Newsweek for the Blind, United Fund for Jensen Beach-Rio, and the March of Dimes. Subscriptions to Guideposts magazine have been and are being sent to Stokes Foundation Scholarship students, to libraries and schools, and to many individuals.

When the John W. Stokes Foundation was dissolved and terminated on May 31, 1973, the question was asked: "Why, after over twenty-six years of public service, is the Stokes Foundation being dissolved and terminated?"

Simply, Mrs. Stokes explained, because all funds have been expended. All income from the investments and assets of the Foundation was used every year when received, and a certain amount of the principal, or capital, was also contributed each year, which gradually reduced the principal, until all funds and assets, finally, have been depleted.

"The Stokes Foundation has accomplished its mission of community service. The officers and directors are gratified and happy that they were

in a position to help all these worthy causes."

The scholarship students attended the schools of their choice, therefore many schools, colleges, and universities are represented, as follows:

Scholarships Awarded by JOHN W. STOKES RESEARCH FOUNDATION 1953 through 1970

		os turougu	1910
2000		4 year	
Date of	g g gg-control or	or	
Award	Name of Student	2 year	College and Location
1953	Ray B. DeLoach	4	Florida Southern College Lakeland
1953	Florence Meggett (Ondich)	2	Riverside Hospital Jacksonville
1954	John P. Harris	4	Florida Southern College Lakeland
1954	Norman Crews	2	Coyne Electric, Chicago
1955	Mildred Clements (Larson)	4	Florida Southern College Lakeland
1955	Mary Ann Lyon	2	Good Samaritan Hospital West Palm Beach
1956	Thomas W. Jamison	4	Florida Southern College Lakeland
1957	Ronald W. Pidgeon	4	Stetson University Deland
1957	Leonard C. Mead	2	Radio Electronic School Miami
1958	Kenneth Matthews	4	University of Florida Gainesville
1958	Carol McMillion	2	St. Mary's Hospital West Palm Beach
1959	Paul B. Seculich	4	Palm Beach Junior College West Palm Beach
1959	Judith Ann Baker (Anderson)	2	Jones Business College Orlando
1960	Sandra J. Banks (Christopher)	2	Dell School of Medical Technology Asheville, N. Carolina
1960	Virginia R. Gardner (Schuitt)	4	University of Florida Gainesville
1961	Robert W. Gunn	4	Columbia University New York City
1961	Evelyn Burchard	2	Bell Isles Business College West Palm Beach
1961	Carol Cohen	2	Indian River Community College, Fort Pierce
1961	Myrna Mead Walish	2	Indian River Community College, Fort Pierce

Date of		4 year	•
Award	Name of Student	2 year	College and Location
1962	Sally Rose Allard (Hooper)	4	Louisiana State University
1962	Florence Stimmell (Kegley)	2	Baton Rouge Bell Isles Business College West Palm Beach
1962	Ann Chambers	2	Indian River Community College, Fort Pierce
1962	Kathleen Stevenson (Allard)	2	Indian River Community College, Fort Pierce
1963	John F. Fox	4	Johns Hopkins Universit Baltimore
1963	Grant W. Black	2	Mercer University Macon, Georgia
1963	Martin Klim	2	University of Florida Gainesville
1964	David Duncan	4	University of South Florida Tampa
1964	Patricia Carol Pence (Everett)	2	St. Andrews Presbyterian Hospital of Nursing Charlotte, N. Carolina
1964	William Dalton Anderson	2	Indian River Community College, Fort Pierce
1964	Samuel A. Damron	2	Indian River Community College, Fort Pierce
1965	Kenneth Floyd Moore	4	New College Sarasota
1965	Linda Marie Fritts	2	Indian River Community College, Fort Pierce
1965	Lawrence W. Mattern	2	Indian River Community College, Fort Pierce
1966	Daniel E. Shaw	4	Florida State University Tallahassee
1966	Mary Jane McAllister (Grimsdale)	2	Jones Business College Jacksonville
1966	Robert A. Handy	2	Indian River Community College, Fort Pierce
1966	Bonnie Sue Brown (Stegall)	2	Palm Beach Junior College West Palm Beach
1967	John H. Sameck	4	University of Florida Gainesville
1967	Sharon Osborn (Johnson)	2	Lakeland Business Institute Lakeland

Date of Award	Name of Student	4 year or 2 year	College and Location
			6
1967	Cathy Johnson	2	Indian River Community
	(Breeden)		College, Fort Pierce
1967	Peter John Simmons	2	Indian River Community
	•		College, Fort Pierce
1968	Jacqueline Ann Wortham	4	Jackson Memorial Hospital
			School of Nursing, Miami
1968	Carol Sue Baker	2	Indian River Community
	(Reaves)		College, Fort Pierce
1968	James Mac Stuckey	2	Indian River Community
			College, Fort Pierce
1969	Lynn Helen Nanni	4	Florida State University
1000	(Hartman)	•	Tallahassee
1969	Margy A. Meggett	2	Indian River Community
1000	(Ducote)	0	College, Fort Pierce
1969	Ellen Elaine Estes	2	Indian River Community
1070	(Niebling)	0	College, Fort Pierce
1970	Andrea Lee Mills	2	Indian River Community
1070	(Martin) Erna Susan Mitchell	2	College, Fort Pierce Indian River Community
1970	Ema Susan Mitchen	4	College, Fort Pierce
1970	John Ellis Townsond	4	University of Florida
1910	John Ellis Townsend	4	Gainesville
			Oumosvino

Several of these students earned bachelor's and master's degrees; two or more are working on their doctorates. Others are accountants and C. P. A.s; one is an attorney, one a minister, one a journalist, some are teachers, several are registered nurses, one a medical laboratory technician, one is in electronics, one is a store manager, several are secretaries, some are in the military services, and one is a Lieutenant Colonel.

In 1953, when the Stokes Foundation started its scholarship program, very few awards were being offered; but with the excellent publicity given by the *Stuart News* and other news media, praising the scholarship program, scholarship awards from other sources began to increase until they amounted to over \$100,000 not long ago.

The Foundation deserves credit for offering direct financial help and encouragement to students, and for spearheading and stimulating other individuals, corporations, schools, and civic organizations to increase the aid available to the young people of the community.

Nina Haven Foundation

A major source of aid for Martin County High School graduates is the Nina Haven Charitable Foundation, based in Stuart, which, in the past fourteen years, has made available funds in excess of \$200,000. Established in 1959 by the late Stephen Peabody, a concerned part time resident who also maintained residence in Nantucket, Massachusetts, this foundation started modestly in 1961, when two scholarships were awarded to local students, to meet "the constantly increasing costs of college education confronting high school graduates – " The number has increased steadily, with aid in 1975-76 given to forty-six graduates.

Before his death, in 1962, Mr. Peabody outlined to the directors of the foundation his two long-cherished objectives: the creation and maintenance of a wildlife and saltwater marsh research center on Nantucket Island, and the establishment of a scholarship assistance program for qualified and promising students about to begin their college careers.

In June, 1963, Mr. Peabody's Nantucket estate was given to the University of Massachusetts for the establishment of a major new research center for marine biology and related fields.

A goal of the Nina Haven Foundation (named for Mr. Peabody's mother) is "some financial assistance in meeting college expenses" for forty-five to fifty entering freshmen each year, at the same time carrying on through a full four-year college course the scholarships previously granted, provided grades and records warrant.

Satisfactory and promising scholastic records and financial need are, of course, basic considerations in selecting recipients. Integrity of purpose, determination, honest self-appraisal by the applicant of his ability to benefit from a college education, well-considered plans to accomplish his objectives, and equally sound, realistic ways and means to overcome obstacles or difficulties that may arise – financial or otherwise, are of particular interest to the directors. The basic objective is "to help to meet the financial gap between a student's available resources and the costs he will encounter at college."

Paul E. Tenney, chairman of the board of directors of the Nina Haven Foundation, observed at the conclusion of the selection session of 1975, "We have been tremendously impressed with the over-all competence and promise of the students we interview. Their poise and ability to handle themselves is surprising. Particularly in view of the ordeal they apparently must go through in the course of the interviews – being confronted by four graying or balding men well along in years firing all sorts of questions at them. But they hang in there.

"We feel that over the years the High School deserves considerable credit for improving the calibre of its courses, its teachers, and, inevitably, its graduates...We are gratified at the relatively smooth and harmonious way in which the integration of blacks and whites has been accomplished – of course the students, themselves, deserve some kudos, too."

Among the four hundred and seventy Martin County High School graduates who have held Nina Haven Foundation scholarships are James A. Roberts, John F. Fox, Ora Mae Hamilton, William D. Anderson, Jr., Evelyn Dumich, Helen E. Christie, Cheryl Coutant, Barbara Dolphus,

Mary E. Holloway, Nancy and Mary McCormick, and Karen Roode.

Also Stanley Gilbert, Jan Bruns, Rebecca Elliott, Debra Grover, Tony Busalacchi, Deborah Hackney, Dean Evans, Elisa Thompson, Donna Osler, Aprile Tomasi, Linda Harmeier, Dorothy Hackney, Kevin Brown, Bradley Lewis, and Gailya Crist.

Others include Wilfredo Alvarez, Brandon Bielicki, Carol Carnevale, David W. Duffy, body Edwards, Susan P. Grusauskas, David I. Hall, Melba J. Hare, Melissa A. Hill, Annette R. Low, Kelly Miller, Kimberly R. Osler, Rosanna Parrella, Robert Higbee, Linda A. Pavlik, Kim Sonstaby, Wendy Sowden, Rose Spencer, and Larry D. Springer.

It will be noted that several of these names appear – as family names – elsewhere in this history. Their appearance in future editions will strengthen the threads of continuing service to the community initiated by their ancestors.

Mr. Peabody's home in Stuart was on Krueger Creek, and he was a familiar figure here for many years.

Visitors to the Gilbert's Bar House of Refuge will see a large photograph (in the Soroptimist Lounge) of the Grand Banks schooner *Ramona*, of the New York Yacht Club, off Newport, taken in 1888, and a construction half-model of the vessel, presented to the Historical Society by Mr. Peabody. It is interesting to add that the Ramona out-sailed Sir Thomas Lipton's challenger for the America's Cup...but not during an official race.

Halpatiokee Chapter, Daughters of the American Revolution

Halpatiokee Chapter, Daughters of the American Revolution, was organized at a luncheon meeting at Sunrise Inn, Thursday, January 20, 1949. Fifteen charter members and four guests attended, including Mrs. James F. Byers of St. Petersburg, honorary State Regent, and Mrs. David M. Wright of Bartow, State Regent.

Officers of the new chapter who were installed by the State Regent were: Mrs. Ernest F. Lyons, regent, Mrs. Harry H. Hipson, vice-regent, Mrs. Theodore E. Preston, corresponding secretary, Mrs. James E. Brock, recording secretary, Mrs. Lyndon W. Barnes, treasurer, Mrs. Paul M. Hoenshel, registrar, Mrs. Peter L. Steelman, historian, Miss Myrtle M. Dyer, librarian, and Mrs. Harvey Homlar, chaplain.

Organizing members and guests present at this meeting were: Mrs. Barnes, Mrs. Evans Crary, Mrs. Harold Coutant, Miss Dyer, Mrs. Dewey Hayes, Mrs. Hipson, Mrs. Hoenshel, Mrs. Homlar, Mrs. Lane Jennings, Mrs. Michael G. Littman, Mrs. Lyons, Mrs. Preston, Mrs. Earl J. Ricou, Mrs. Albert Shrigley, Mrs. Steelman, Mrs. Webster Ordway, and Mrs. Willaford Ransom Leach.

Organizing members not present were: Mrs. Brock, Mrs. Merritt Cressler, Mrs. Herbert Gardner, Mrs. John Gunsolus, Mrs. Robert Kranskey, Mrs. Richard Smalley, and Mrs. Stanley Smith.

During the year 1949, Mrs. Homer Witham, Mrs. Leonard Smith, Miss Marcia McPherson, Mrs. R. B. McCullough, Mrs. Fred L. Hall, and

Mrs. Herbert Dugan became members.

The name Halpatiokee was chosen because it had been given to the beautiful St. Lucie River by the early Indians who lived along its shores long before the white man came.

The national organization has many patriotic, historic, philanthropic, and educational projects. One of the most important is the Good Citizens' Award which is given each year to a senior girl in high school who fulfills the qualities of honor, service, courage, leadership, and patriotism. She is chosen by the faculty and students of her school.

Martin County High School girls so honored have been: Mary Coleman, 1949, Norma Griner, 1950, Angelina Constance, 1951, Joyce Edenfield, 1952, Billie Jean Brown, 1953, Evelyn McGee, 1954, Mary Ann Chamblee, 1955, Louise Heidt, 1957, Shirley Klubens, 1958, Donna Zilmer, 1959, Gunilla Hallstrom, 1960, Carolyn Johnson, 1961, Linda Combs, 1963, Kitty Kindred, 1964, Shirley Irons, 1965, Sandra Maxey, 1966, Sandra Parkinson of Okeechobee, and Carol Sue Shelton of Stuart, 1967, Mary Peck, 1968, Janice Taylor, 1969, Karen Christensen, 1970, Rebecca Ann Humphrey, 1971, Kathy Kirkhart, 1972, Darlene Hazelton, 1973, and Connie Leland, 1974.

A project of the local chapter since 1964 has been the awarding of a scholarship to Indian River Community College to Martin County High School graduates of Revolutionary ancestry who qualify. Those who have received the scholarship have been: Ruth Ann Rice, 1964, Lawrence Mattern, 1965, Joan Coulter, 1966, James Frederick Clark, 1967, John Bentel, 1968, David Betham, 1969, Frank Clark, 1970, Robert Sandow, 1971, Carol Ericson, 1972, Shirley Marie Saeger, 1973, and Carolyn Teat, 1974.

The past regents are: Mrs. Ernest F. Lyons, 1949-51, Miss Myrtle M. Dyer, 1951-53, Mrs. Peter L. Steelman, 1953-55, Mrs. Michael G. Littman, 1955-57, Mrs. Earl J. Ricou, 1957-59, Mrs. Dewey Hayes, 1959-61, Mrs. Richard Smalley, 1961-63, Mrs. Harvey Homlar, 1963-65, Mrs. D. P. DeBerry, 1965-67, Mrs. E. H. Coutant, 1967-70, and Mrs. W. W. J. Barrios, 1970-74. Mrs. C. H. A. Taggesell is the present regent for 1974-76.

Lions Club

The Stuart Lions Club was established on January 27, 1949, with Walter Pannell as its first president, followed by Herman Reitz, Jr., and then Howard Bartlett.

Charter members were: Walter Pannell, Herman Reitz, Jr., Howard Bartlett, John Dumich, Robert Peck, Ralph Chandler, Ralph Daniels, William V. King, A. F. McCarron, Bostick Mink, Jerry Pollinsky, George Parks, and Frank Wacha.

Jensen Beach Women's Association

The Jensen Beach Women's Association was organized in 1950 by a group of civic-minded women whose vision extended beyond their domestic horizons to the needs of a growing community. The good fishing in

the area had always been a strong attraction for the menfolk, but Jensen Beach had little to offer the ladies before the Women's Association was formed, and a concentrated effort made by them to correct this situation.

The Association has performed a useful function since its inception, instituting and carrying out many projects for the betterment of the community – such as helping numerous needy families, sponsoring the Girl Scouts, a choral group for several years which provided pleasant entertainment for residents and tourists, and was instrumental – with the aid of the Chamber of Commerce – in producing the first Easter Sunrise Services in Martin County.

There is no parent organization, and the non-profit group derives income only from parties or events put on by members, and the rental of the clubhouse to other clubs, local firms, or individuals for parties and receptions. Donations by the members and local merchants helped the

cause to get started and to continue to grow through the years.

A charter was applied for in 1953 and was granted in May. The group met at the Community Center for the first five years, but with the growth in membership and stature, in January, 1955, a building on Route 707 in south Jensen Beach was purchased. A fifteen-year mortgage was paid off in six years. On January 23, 1955, an open house was held with one hundred sixty-five persons attending. In February, 1961, "sewing for Sunland" was started. An average of 1,500 hand-made articles of clothing and toys were made yearly and sent to the Sunland Hospital in Orlando, totaling over 10,000 articles in a seven-year period. The club also sponsors one of the hospital patients, remembering her with gifts on her birthday and on special holidays.

Realizing that the membership was growing with the growth of Jensen Beach, much time, thought, and effort went into plans for a larger building. In February 1968, the association received a generous gift of land from the Kiplinger Association Trust Fund. The site, consisting of approximately four acres, is located on Sugar Hill Road, 1,200 feet north of the cut-off road in Jensen Beach. Clearing of the land was started in March 1968, and on December 9, 1968, the groundbreaking ceremony was held for the new clubhouse. The building is of Colonial design with two wings. As an auditorium, the clubhouse will seat five hundred persons and two hundred may be accommodated for card parties. In the latter part of April, 1969, the club took possession, and the first meeting was held in the new building Monday, May 5, 1969, attended by sixty-eight members and four guests. The official open house was held in the fall of the year in order that winter members and guests could be in on the ceremonies.

Presidents: Jennie Escott, 1950-51, Julia Wood, 1951-53, Hilda Costello, 1953-55, Myrtle Whitman, 1955-57, Polly Silander, 1957-59, Helen Richardson, 1959-61, Claire Myers, 1961-63, Frances Hubbell, 1963-64, Marie Miller, 1964-68, Hazel Forsberg, 1968-69, Myrtle Whitman, 1969-71, Geneva C. Siebert, 1971-73, and Mildred Greenland, 1973...

By Doris W. Taylor

Jensen Beach Garden Club

Jensen Beach Garden Club was organized January 11, 1950, by a group of garden-minded women of the community. Mrs. Joseph Backus, of Jensen Beach, opened her home for this first meeting so that ideas and plans could be exchanged to promote a worthwhile organization. Under the Deceased sponsorship of the Stuart Garden Club, represented by Mrs. Harry Swinglehurst, president, and Mrs. Mary Barth, chaplain, the group was officially designated as the Jensen Beach Garden Club.

Mrs. Barth was acting chairman for the election of the first officers of the new club. Named as president was Mrs. Ezra Ditterline, who served from 1950 to 1952. Constitution and bylaws were drawn by Mrs. William Vaught, Mrs. Jack Smouse, and Mrs. Arnold Taub. The original yearbook listing members, programs, and state officers of the Florida Federation of Garden Clubs was compiled by Mrs. Harper Quinn in 1951-52.

After a year of activity under Stuart Garden Club sponsorship, Jensen Beach Club became a member of the Florida Federation, and celebrated its first anniversary at the Jensen Beach Community Center on Commercial Street with guests from neighboring garden clubs, state organization, and local civic groups to enjoy a birthday cake baked by Mrs. Backus.

Charter members were Mesdames H. C. Anderson, Jack Best, C. W. Claussen, Lewis Gamble, Carl Houg, Fred Peterkin, Jack Smouse, Robert Seal, Harry Swinglehurst, W. B. Tilton, William Faught, Ezra Ditterline, Edith Kristoffersen, Arnold Taub, Joseph Backus, and Harper Quinn. Charter membership was granted to the first fifty members, and was filled by 1951.

The first community project of the club was the beautification of All Saints Cemetery in Jensen Beach. This lovely spot had been neglected, so the members turned out to weed, relocate paths, and plant the entrance with new shrubs. Each year, Memorial Day services were held there, so 1950 found the site beautified through the diligent effort of the club members and their husbands.

For Arbor Day, January 16, 1953, the club planted a tree at Jensen Beach elementary school. Dr. E. A. Menninger had donated the Florida hickory tree to the club. The new Post Office building also received a gift of ten podocarpus trees in 1966. The Garden Club participated in the planting of twenty-eight palm trees along Commercial Street in 1968. A continuing project for the members started in May, 1969, with the beautification of "The Arch," a landmark in Jensen Beach. The club planted many distinctive shrubs and palms, installed a waterline, and a sprinkler system.

Through the efforts of the members, the hospital, nursing homes, handicapped children, shut-ins of the area, schools, Girl Scouts, and civic organizations have received gifts of plants, flags, flowers, classes in flower arrangement, and books pertaining to gardening. Another project is the Flower Show which usually takes place in early spring. Visitors to these shows learn through viewing horticulture exhibits correctly labeled, flower arrangements which have been judged, awarded ribbons, and commented

on by a panel of accredited judges, educational exhibits such as those by environmental organizations, local nurserymen, or Scouting groups, and displays of Junior gardening enthusiasts. The Jensen Beach Club sponsored its very first flower show in the form of a Home Tour in January 1952, and has continued to have a show for everyone to enjoy almost every

The Club theme, "Beauty in the Garden of the Spirit and for the Community," has inspired the members to share their knowledge of horticulture technique, flower arranging, and landscape design. Because of these community projects and the resulting fine publicity, the Jensen Beach Garden Club has continued to grow and attract new residents, who learn "the Florida way of gardening by becoming involved in Garden Club activities."

By Mrs. H. R. Lartaud

B.P.O. Elks

On October 23, 1952, interested citizens met at the Tropic Hotel with M. A. Rosin, Past DDGER of Sarasota Lodge 1519, and R. J. Skanes, Past Exalted Ruler of Lodge 1530, Lake Worth, B.P.O.Elks, to discuss the formation of a Stuart-Jensen Lodge. This meeting resulted in the election of Richard G. Hupfel as organizing chairman, and Herbert G. Glass as secretary. Mr. Hupfel named Clifford M. Luce, Cecil W. Moore, and Ward Albertson as the nominating committee. The preliminary meeting, held in the Stuart Civic Center, was presided over by the late Charles Peckelis, Past DDGER of Fort Pierce Lodge 1520.

One week later, on October 30, the B.P.O.Elks o£ Stuart held their first meeting, accepting into membership Lee Higbee, Stanley Smith, John Woggon, Jr., Arle Stuart, Edward S. Coy, Raymond D. Smith, George

Dooley, Earl Green, and Charles W. Leighton.

At the sixth organizational meeting on Monday, November 24, at the Tropic Hotel with seventy-five members present, Circuit Judge A. O. Kanner was elected Exalted Ruler. Other officers were: James Friend, Esteemed Leading Knight, Richard G. Hupfel, Loyal Knight, Ward Albertson, Lecturing Knight, Harry D. Donley, secretary, Frank Novacasa, treasurer, and Edward Coy, tyler.

In the Marine Room of the Tropic Hotel on December 6, 1952, the charter and bylaws were signed for Lodge 1780, Stuart-Jensen, with rep-

resentatives from fourteen State Lodges in attendance.

Four local properties were viewed the following September, with an eye to a site for a future home, and from them the present site on Route 76 (Colorado Avenue) was selected. The lodge has continued to expand, with the growth of its membership, and its special work for crippled children has increased in proportion.

Soroptimist Club

In November 1954, Rosaleen Murray, manager of the Stuart Chamber of Commerce, at the suggestion of, and with the assistance of Helen Noble

and Jane Cheney of the Fort Pierce Soroptimist International Club, formed the Soroptimist Club of Stuart, Florida.

The twenty charter members were: Lillian Armstrong (Dassori), Ellen N. Nelson, Zola C. Swarthout, Frances R. Keith, Lula Boyle, Sally Schwarz, Anita Parks Morrison, Rosemary Hinkle, Garland Kreider, Rosaleen Murray, Dorothy Pierce, Charlene Berry, Ruth Hall, Lillian Hansen, Beatrice Pittman, Mary W. Roxby, Lettie C. Dugan, Helen Matousek, Edna Witham Coutant, Dorothy Routa, and Florence Voss.

The club's first project was the "saving" of the Gilbert's Bar House of Refuge on Hutchinson Island, by spearheading formation of the Martin County Historical Society in 1955. This organization, one of the most active in the county, can always be depended upon to give both financial

and creative support to any worthwhile county project.

In 1958, when a community recreation need took the form of a public swimming pool, the Soroptimists launched the first drive for funds. This project has been sixteen years in coming to fruition, but not for lack of concern on the part of the club. In 1968, the Soroptimists offered to turn their swimming pool fund over to the Board of Public Instruction in order that the pool might be constructed on available land beside the High School. They raised additional funds again in 1972, and, with community involvement, the long-awaited project, started by the Soroptimist Club of Stuart, became a reality.

In 1965, with a growing interest in the town's beautification, the Club pitched in with funds to help W. E. Ambler refurbish the public parks, and planted a living Christmas tree for the community to enjoy. The same year, it was instrumental in placing of large ships' anchors at the north and south entrances to Stuart on the Federal Highway as welcoming markers.

In 1966, the Club once again spearheaded a drive for funds – this time for the repair of a badly leaking roof, and Restoration Shingles on the House of Refuge, raising more than \$1,500.

With the expansion of the Martin Memorial Hospital, in 1969, a suc-

cessful two-year project furnished a room in the new addition.

The Tri-County Rehabilitation Center (formerly the Pioneer Occupational Center) received a gift of \$500 in 1965 toward the purchase of the old Coral Gardens Bowling Lanes for new headquarters. Not satisfied with just a monetary gift, the Soroptimists secured a much-needed typewriter, a calculator, and a set of wrenches. Later, they aided in the collecting of newspapers for the recycling program carried on at the center.

In twenty years of service, the Club has been concerned with young people. Its National Federation sponsors an annual Youth Citizenship Award. Three young women are recognized each year for excellence in business training classes. Funds are allocated annually to send young people to Washington, D. C., to the 4-H Club and other student seminars, and, since 1965, the Club has sponsored in the high school, the S-Club. Since 1968, it has sponsored the Martin County "Fair Lady," whose selection is made by a jury of three non-members from the community, during the annual Martin County Fair.

Martin County Historical Society

Shortly after the establishment of a branch of Soroptimist International in Stuart, members began their "good works" program by spearheading the organization of the Martin County Historical Society for the preservation of the Gilbert's Bar House of Refuge at the St. Lucie

Rocks on Hutchinson Island. The year was 1955.

The charter was signed by Beatrice A. Pittman, Garland Kreider, Lillian Armstrong (now Mrs. Edwin L. Dassori), Mrs. Ellen Nelson, Ruth M. Hall, Anita Parks Morrison, Mary W. Roxby, Edna Witham Coutant, Mrs. Dorothy Pierce, Helen Matousek, Sara Schwarz, Charlene Berry, Frances Keith, Mrs. Zola Swarthout, Lettie C. Dugan, Dorothy Routa, Florence Voss, Lillian Hansen, and Rosemary Hinkle.

The newly formed Society established a twenty-member board of trustees under the chairmanship of J. Brian Frazier, and leased the

Gilbert's Bar House of Refuge.

The Society's academic charter outlined the commitments which are still adhered to very closely: to preserve and perpetuate the history and culture of Martin County; to foster research; to bring the creative and performing arts to Martin County. Having insufficient funds for restoration and operation of the landmark as a headquarters and museum, the Society turned to the Martin County Commissioners, who assumed financial responsibility for its maintenance, with administration by the Historical Society. A requirement is that there be a full-time resident "keeper" at the House of Refuge, for safety as well as for continuing the custom of almost

J. Brian Frazier was the first president of the Society twenty years ago in 1955, followed in that office by C. O. Rainey, the late M. P. Nelson, Maurice Hartman, Roland Merrell, and, for the past eight years, Roscoe H. Philbrick. Serving as directors have been, the late Charles Val Clear, 1955-58, Steven Schmidt, 1958-64, John Stoughtenburg, August, 1964-65.

In 1961, the Society assumed responsibility for the Elliott Museum, built by Harmon Parker Elliott of Watertown, Massachusetts, and Stuart, in memory of his father, inventor Sterling Elliott. It houses a collection of horse-drawn carriages, antique automobiles, an authentic General Store with Post Office, fourteen individual shops, including an apothecary, blacksmith, doll, toy, and an old-fashioned ice cream parlor with a marble soda fountain. The north wing houses the contemporary art gallery. Martin County history, Seminole artifacts - including a chickee, and the results of excavating an Indian burial mound on the Island.

In the lobby are cases containing the originals of all patents issued to Sterling Elliott and his son Harmon, as well as some of the original working models, the first knot-tying machine, the first addressing machine, and the

original quadricycle.

In 1964, Mr. and Mrs. Stephen G. Bishop were married at the House of Refuge, recalling the John E. Taylors' honeymoon there.

The Elliott Museum, on Hutchinson Island at the Stuart Beach, is,

like the House of Refuge Museum, under the administration of the Martin County Historical Society. Under the direction of Mrs. Janet Hutchinson, and the watchful eye of R. H. Philbrick, president, the Society has a working board of fifteen trustees: honorary chairman, Mrs. Harmon P. Elliott, vice-president, Ralph Hartman, Jr., treasurer E. C. Wareheim; and secretary Mrs. Dennis S. Hudson, Jr. Mrs. William Clark Shepard is chairman of the executive committee.

In 1965 it became evident that, with the growth of the area, the Historical Society must plan for the future by hiring someone who would consider remaining with us and helping to develop our two museums.

After advertising our needs and requirements, we received about forty applications. The committee met many times to consider these people and their qualifications. On the last day, when we were to decide, a folder came into our hands which ended any other considerations. It was an application submitted at the suggestion of one of our trustees from Hobe Sound, Mrs. T. R. Chambers, giving the background of Mrs. Janet Hutchinson.

Our subsequent association with Janet Hutchinson and what she has brought and given to her position is simply one of the "intangibles." She has given of herself beyond what should be required of anyone, and, in so doing, has brought pleasure to many people, as well as the procedures of order, which we had not previously had. The community in years to come

will reap the benefits of her work with the Historical Society.

Janet Lois Hutchinson was born May 2, 1917, in Washington, D. C. Her parents were Lewis Orrin Hutchinson of Bristol, Connecticut – a 1910 Phi Beta Kappa pre-law graduate of Yale, and Gertrude Elizabeth Hutchinson (nee Hutchinson) of New Haven. Her maternal great-grandparents, the Reverend and Mrs. Horatio Stillman Stewart, of Dundee, Scotland, settled in New Haven, where Mrs. Stewart was the first woman to be a lay preacher in the New Haven jail.

The Hutchinsons were living in Washington while Mr. Hutchinson attended the George Washington law school, when both of their daughters - Shirley Elizabeth and Janet Lois - were born. Moving to New Haven in 1919, Mr. Hutchinson began the practice of patent law as a member of the Marlin Rockwell ammunition firm. In 1923 he joined the firm of Kenyon

and Kenyon, patent attorneys, in New York City.

Janet, attending New York City elementary schools and studying with Christine Dobbins, at the New York School of Expression (later a part of the American Academy of Dramatic Art), made her first radio appearance at the age of five, on station WOR, then located in the Bamberger department store in Newark, New Jersey. This precocious debut stood her in good stead when she conducted a weekly radio program for the Historical Society.

In 1930, she entered Northfield Seminary, fully intending to study for the ministry. Born of Methodist parents, baptized, by accident (because, at three years of age she insisted on sitting on the stage beside the piano), at a Chautauqua Camp Meeting, brought up in the Dutch Reformed Church, and becoming a Unitarian by choice, her early preoccupation with the ministry was set aside because her professional activities kept interfering with her academic studies.

She continued to appear in various children's theater productions. In 1933, while a student at Drew Seminary, Janet studied with the late Clare Tree Major, then directing the Heckscher Foundation's noted children's theater (now the New York Shakespeare Theater). Here she met and worked with outstanding stage and screen actors, some of whom are now internationally known. In 1936, graduated from Southern Seminary Junior College in Buena Vista, Virginia, with a degree no longer given: L.L.L. – "Lady of Liberal Learning" – she had studied there with the great Maude Adams.

Turning to writing, Janet's first short story appeared in *Mademoiselle*. Soon afterwards, she and Emeline K. Paige formed a professional association that still continues. As "Hutchinson Associates," in the State of Maine, they did publicity, public relations, speech writing, play doctoring, fund raising, and news work. Both were charter members of the Maine Press and Radio-TV Women's Association. Returning to New York as resident curator of the Old Merchant's House (now part of Cooper Union), Mrs. Hutchinson added theater and book reviewing to her activities. (Miss Paige was editor of New York City's well known weekly newspaper, *The Villager*.)

On December 15, 1965, Janet Hutchinson was chosen by the Historical Society's "selection committee" (Mrs. Hugh L. Willoughby, Jr., and Mrs. William Clark Shepard), to assume the position of director of the Society and its two museums. Through her efforts – and persistence – both museums have been declared Historic Memorials in the State of Florida, and the House of Refuge has been listed on the National Register of Historic Places.

A gallery for the exhibition of professional contemporary art has been established at the Elliott Museum, and the Society's permanent art collection has been substantially increased through acquisition by purchase, gift, and bequest. Art classes for both adults and children have been inaugurated on a year-round basis, the former under the auspices of Indian River Community College, the members holding several "fence shows" on the grounds of the Elliott Museum throughout the year, with prizes and awards given by competent judges.

Mrs. Hutchinson has assisted in the development of cultural programs in keeping with the requirements of the Historical Society's charter that it "preserve and perpetuate the history and culture of Martin County... foster research...and bring the creative and the performing arts to the area." In 1975 she was honored as "Woman of the Year" by the American Association of University Women.

Closest to her heart is Open House Christmas Eve, which she started Christmas Eve 1965 – when eight visitors came in for a cup of coffee and some homemade cookies. Attendance reached six hundred and sixty-four in 1972, and, after a drop to just under four hundred the year of the gasoline shortage, rose last year (1974) to six hundred and seventy-three. Christmas Eve 1974 saw the inauguration of a non-denominational music-

and-scripture service, with standing-room-only response.

Mrs. Hutchinson's professional and social affiliations include the National Trust for Historic Preservation, National Historical Society, Martin County Historical Society, Early American Society, Antique Car Club of America, National Society Daughters of the American Revolution (Halpatiokee Chapter), Daughters of American Colonists, The St. Andrew Society of Florida, Who's Who in American Art, Who's Who in American Women, National Social Register, and National Federation of Republican Women. She has been selected to appear in the 1975-76 edition of the American Biographical Institute's Community Leaders and Noteworthy Americans, "in recognition of past achievements and outstanding service to community and state." Mrs. Hutchinson is a member of the National Society of Literature and the Arts, which has as its purpose "to recognize achievements in the creative arts and to protect and enhance the condition of the arts in America."

The Society's trustees administer the operation of both museums under the supervision of the Director and the close attention of the executive committee, making every effort to keep abreast of the times in cultural activities, as well as preserving the history of the county, the state, and the nation as it pertains to the period of the collections – 1860 to 1920.

Over the years, since its founding, such prominent local men and women as the late Adele Kauffman (Pokey) Willoughby, Willard M. Kiplinger, the late Joseph Verner Reed, Mrs. John W. Stokes, the late William Clark Shepard, and many more contributed generously of their time, interest, concern, and finances to insure the success and stability of this organization.

By Anne Young Shepard

Martin County Library

In the early 1950s and prior thereto, Martin County's only public library was owned and operated by the Woman's Club of Stuart in a small lean-to portion of its clubhouse, located at the present site of the Hunter Auto Supply store on Albany Street in downtown Stuart. Mrs. Edna Witham Coutant was the librarian, assisted by occasional volunteer workers from the Woman's Club, working under a library committee of the Woman's Club headed for years by Mrs. Carroll Dunscombe.

The Woman's Club sponsored card parties, rummage sales, and like ventures for supplemental financing, with the Martin County Commission allocating an annual \$600, and the City contributing another \$600 annually. The then new president of the Woman's Club, the late Mrs. Charles Lintell, asked me (Mary Kanner) to be chairman of the library committee upon Mrs. Dunscombe's resignation. My agreement was predicated on the proposition (rasher than I then realized) that I be allowed to use my assignment as a base for a drive for a new library. If the club would support my efforts, with a view to establishing a separate entity to which the club would "give" the library, I was volunteering to go forward, selecting my own workers.

The club so voted.

We worked under two club presidents, the second being the late Mrs. George Conrad. In due course, by the time Mrs. Conrad took office, the Woman's Club had pretty well turned the project over and had commenced

a drive for a new clubhouse as its main endeavor.

To create something more than vague nebulae for people to sink their teeth into and donate funds to, we had first to produce something concrete. The initial "treasury" consisted of \$300 apiece (non-exempt as yet) given by the handful of library committee members - Mrs. W. Ira Williams, Mrs. E. L. Emery, Mrs. Hollis E. Potter, and me. Then we prevailed upon the City fathers to furnish the land - that portion of Memorial Park on East Ocean Boulevard now the court house parking lot.

The library was termed recreational – appropriate to park purposes. The city had a few loads of "fill" hauled in; and Mrs. William F. Lawson, now Mrs. Edward Bohner, created an artist's concept of a building and environs which we used for our "kick-off" story. Alas, the contributions did not pile in in response to our appeal for support. We were not tax-exempt. Almost simultaneously, the Martin County Library Association was set up, complete with a charter and bylaws. It was a few months before we could clear with the taxing officials for tax-exempt donations.

The Martin County Library Association was formed by the Stuart Woman's Club in 1956 for the purpose of building a library. This independent organization spearheaded a drive which resulted in the present Martin County Library. Its doors opened in 1957 with 7,500 books donated by the Woman's Club. The property was a gift of Mr. and Mrs. Willard M. Kiplinger.

Meanwhile, we jealously hoarded every dime we had put in and could collect. Donald Armstrong and Richard Pryor donated their services as architects, while Miss Verna Nistendirck, of the State Library Board, counseled with us and inspected every step. Michael G. Littman contributed legal services in establishment of the corporation. By the end of the first year, we had a very active building committee working with the architects and Miss Nistendirck. These were Dr. Ira Williams, chairman, William F. Lawson, Richard Hupfel, Frank Wacha, and Mrs. D. S. Hudson. The Association funds were tapped only to pay the builder.

The most significant development came when the late Willard M. Kiplinger and his wife, LaVerne, at the behest of the late D. S. Hudson, gave us a square block of beautiful property fronting on East Ocean Boulevard. The Woman's Club had not settled on a site for its proposed

new building, and had not closed out the sale of the old one.

Being the "Mother" organization, the Library Association was broached to see if Mr. Kiplinger would divide his gift so that the Woman's Club could build on the same generously-sized premises. The Garden Club of Stuart had been helping out, too, and wished a portion of the property upon which to create a Garden Center. Mr. Kiplinger cautioned that there was undreamed-of growth ahead for the community, with need to plan the new library for future, possibly quite early, expansion. He did give the Woman's

Club the corner lot where its building now stands, but not the area now being used as a Woman's Club parking lot, which remains in the Library Association. At such time as the Woman's Club might decide to discontinue the intended use, the property as deeded will revert to the Library Association to be used for library purposes. Should library purposes ever abdicate, then the property inures to the County.

Area drives were off to a start when we became tax exempt. Among the workers were Mrs. Thomas H. Thurlow, Mrs. E. L. Emery, Mrs. Hugh

de L. Willoughby II, and Mrs. Wilbur Forrest.

The first County Library Board appointed by Governor LeRoy Collins consisted of Mrs. John W. Stokes, W. Ira Williams, Mrs. Wilbur Forrest, and Frank Wacha. I was the first president of the Martin County Library Association, and, as well as I can remember, other officers and board members were Richard Hupfel, Mrs. Hollis Potter, Bob Twyman, and Earl J. Ricou - the last named being the County Commission representative on the Board.

There were few who did not contribute services, money, or saleable items of intrinsic value to the new library. Despite competing drives (the newly-formed Martin County Historical Society and House of Refuge Museum projects were born almost simultaneously with the first stirrings of the proposed new library, the hospital's new building drive was in embryo, and, of course, later, the new Woman's Club building), our efforts burgeoned - born as the library was of a pressing community need, Surprisingly, we could not seem to interest a community spirit directed to the new library from wealthy Jupiter Island, although scores of letters and discreet telephone calls did produce some generous individual responses; and we did manage to get a copy of a "list" of contributors to other community projects. I composed and wrote the letters.

The blood and guts of the new library came, in significant proportion, from the John W. Stokes Foundation, the Mary Lolene Stokes Foundation, L. F. Knowles, and a handful of people who joined forces with Mrs. Forrest in an emergency drive to include a Children's Room. The Knowles contribution took care of the foyer and service area; the initial main body grew out of the Stokes contributions; and the stacks flowed out of multiple large

and small memorial and other gifts.

I remained president of the Library Association until 1957, when my husband was elevated to the appellate bench and we moved, temporarily, to another city. Members of the original board, whom I have mentioned, bearded the County Commission in its den for the first increment from its prior \$600 annual investment in a library, to what seemed a scandalous figure - measly by comparison with present costs. The County's acceptance of the library, with the land on which it stands (but not the rest of the property), was lugubrious and fraught with unease. We had built it and financed every step as a community working through the Library Association; the Woman's Club had donated the initial stock of books; the county was the secondary recipient of the whole of the land via the deed from Mr. and Mrs. Kiplinger – it was "rarin' to go"; and the Association had no plan to be the owner and operator forever. Its function and its aim were continuing live support, and to be custodian of its real estate and whatever future treasury might ensue. At that point, we were right royally "broke." Even Mr. Ricou, who had attended all our board meetings, was appalled at this new major expense of the County Commission.

The corner stone was laid in 1957. We placed therein for future generations to find one day, a copy of the *Stuart News*, banner-heading the event, and a Bible. The formal gift to the County by the Woman's Club and the Library Association was held at the new library, with the Honorable Spessard L. Holland, then United States Senator, giving the address.

We made our mistakes and had our hardships along the way, although within the Association itself, the workers forged ahead with one harmonious aim. We under-built, of course – or shall I say the community grew so fast that our plans were almost deficient ere the new library commenced operating? The roof of the bookmobile porte was too low to accommodate a bookmobile. The outdoor garden part of the library we planned to screen in turned out to be an extraneous, never-used dirt-catcher. The building committee did not always see eye-to-eye with the architects – all of whom were working gratuitously.

Within the ambit of the various gifts of self and material resources, I need to mention gifts other than money and land: there was everything from the salary of an assistant librarian to lounge furniture and a yacht. Quite a few testamentary pledges were made by persons who, guarding their own security, nevertheless were desirous of cooperating through that medium. I have always wondered why nobody ever seems to acknowledge testamentary gifts – not just the library, but other eleemosynary projects which have thus benefited. Not that all persons would wish themselves memorialized or even thanked in absentia But it seems to me that some small public acknowledgment or cumulative plaque on the library walls might encourage such gifts.

Working through memory is tricky business. Too, my experience and recollections cover those limited years of the 1950s, prior and subsequent to which there were significant developments in which I played no part and of which I know very little. Those whom I have mentioned are the persons singled out by recollection in attendance at our informal coffee-and-doughnut board meetings held in the old Stuart Hotel dining room – a victim of later progress and clearing off; the donors large and small, the organizations that contributed, were all recorded and left at the desk of the library. Of course, desks have to be de-cluttered at times. The plaques and book-plates tell the story in part.

By Mrs. A. O. Kanner

Palm City Garden Club

The Palm City Garden Club was organized May 16, 1958, at the Civic Center, under the guidance of Mrs. Richard G. Hupfel of the Stuart

Garden Club. Before qualifying for membership in the Florida Federation of Garden Clubs, the club had to be active for two years, and be sponsored by the Stuart Garden Club. The certificate of Federation membership was granted in April, 1961.

Ten women attended the first meeting. Two of the charter members who were present at the first meeting and still belong to the club are Mrs. C. L. Parker and Mrs. Fred Nyfeler.

At the second meeting, the club flower – the red hibiscus – was chosen, the colors – red and green, and the amount of dues decided upon. Bylaws were drawn by the founder, Mrs. George Adolphus, and her committee.

The membership has fluctuated from ten to thirty-one, with honorary members, George Adolphus, Mrs. Cecil Moore, Mrs. Harold Pinney, and Mrs. Errol Wilcox.

The object of the club is to stimulate among members the knowledge and love of gardening, cooperation in civic beautification, improving private property, and the protection of trees, birds, shrubs, and flowers. The club prayer was composed by the Reverend Lawrie J. Sharp, pastor of the First Congregational Church, U.C.C., when the club was founded.

The projects the club has been interested in are the beautification of the Palm City Elementary School grounds, the Fire House, Civic Center, Leighton Park, Post Office plantings, forest fire control, clean-up property, roadsides, landscaping of McCord and Palmetto Streets junction, and the Martin County Fair. The latest project is the planting and care of the triangle at the western end of the Palm City bridge. Mrs. Lynt, in her installation of the 1974 officers, donated a sum of money to each incoming officer to purchase a shrub or tree to complete the landscaping.

At the December meeting for the past few years, since 1969, Mrs. Lynt suggested that, in lieu of exchanging gifts, the club would contribute toward the purchase of books on plants and flowers indigenous to this area, to be presented as gifts to the library of the Palm City School. Fifteen books have been given to the school in the four years – gifts greatly appreciated by the children and by the librarian, Mrs. Bette Warn.

Past presidents include Mrs. Adolphus 1958-1960, Mrs. Carl Blackburn 1960-1962, Mrs. Nyfeler 1962-64, Miss Mabel Pinney 1964-65, Mrs. George Bost 1965-1967, Miss Pinney 1967-68, Mrs. James Allen 1968-69, Mrs. Cecil Moore 1969-70, Mrs. John Brandt 1970-71, Mrs. Bost 1971-73, and Mrs. Thomas Wolfe 1973-75.

By Mrs. Thomas B. Wolfe

Women's Republican Club of Martin County

The Women's Republican Club of Martin County coincided with the birth of the Republican Party in Martin County. Prior to the effective work of Republican Women in Martin County, only the Democratic Party existed. When registering to vote, one was told he must "register Democrat if he wished to vote," since there was no Republican party here. Consequently, a Republican's only opportunity to vote would be once in

four years at the Presidential election.

Mrs. Mabel Knapp of Sewall's Point summoned friends and neighbors to her home in March 1960, to discuss the formation of a Women's Republican Club. The first official meeting was held April 9, 1960, at the Women's Association Building in Jensen Beach. A draft of the bylaws was read, which had been compiled by a committee named at the meeting held at Mrs. Knapp's home. Mrs. Janet Showalter from the Florida Federation of Republican Women was the speaker. She urged "immediate affiliation with the Federation for the benefit of our education, and drawing on speakers for our meetings." At that date there were more than fifty clubs in the Federation in Florida, and two and a half times more women voting than men.

The first nominating committee proposed the following officers: president, Mrs. Gale Penrod, first vice-president, Mrs. Evelyn McElvain, second vice-president, Mrs. Nellie Pezzoni, third vice-president, Mrs. Julia Gesner, recording secretary, Mrs. Helen Eng, corresponding secretary, Mrs. Topsy Burggraf, and treasurer, Mrs. Helen Gordon.

Mrs. Mabel Knapp was nominated from the floor for president. A secret ballot was taken, and Mrs. Knapp was chosen. There were no other changes in the ballot. Affiliation with the Florida Federation of Republican Women was voted, as was meeting at the Woman's Club.

The F.F.R.W. Spring Conference was to be held at Palm Beach, in the Sea Breeze Hotel, April 27 and 28. Four delegates were sent. Prices charged at the time are interesting: hotel room, single – \$8.00, double – \$10.00, rooms on the ocean – \$12.00, banquet – \$4.25, luncheon – \$2.75, breakfast – complimentary, and registration – \$2.00.

The main function of the club was to be the Educational Arm of the Republican Party. Also to raise money to help support Republican candidates, and put them in office. It adopted a slogan: "We are not fighting Democrats. We are fighting for our American heritage, a two-party system."

On January 18, 1962, the club planned the first Republican booths at the Martin County Fair. One was to be educational, the other moneymaking. This practice has been followed in every Fair since.

That November, forty Republicans were elected in Florida. One Republican was elected in Martin County: Henry Gunn to the School Board.

On May 5, 1964, the first Republican primary was held, and on the ballot, November 3, 1964, were the following candidates from Martin County: for State Senate, James B. Watson, 33rd Senatorial District; Donna Rowell for School Board; Dr. William Myers for County Commission, District 3, and Gladys Almegord, Superintendent of Elections. Dr. Myers was the only one elected.

The first Lincoln Day dinner was held February 27, 1965 at Holiday Inn; State Representative Ed Gurney was the speaker. Lincoln Day dinners have been held yearly since.

By November 1968 there was a Rio-St. Lucie Women's Republican Club, also one in Jupiter.

Men's Garden Club

With thirty-eight charter members, and Ray Friel as its first president, the Stuart Men's Garden Club was founded in 1964. Meeting first in the Levi Johnson Agriculture Building, then at the Elliott Museum, the club has over two hundred active members and meets at Stuart Woman's Club.

In the past ten years, the men have been responsible for the beautifying and planting of the median strips on the major highways, have supplied nice-looking, well-marked trash receptacles along the highways, and helped the Salerno fishermen with some of their local and state problems. Having a garden is not a requirement for membership.

Tri-County Rehabilitation Center

In 1964, the Pioneer Occupational Center for the Handicapped was incorporated under Florida Law as a non-profit organization and was developed with an active Board of Trustees.

The work began in the old Port Salerno Elementary School on St. Lucie Avenue. As more clients came, it was soon evident that larger quarters were needed. On November 19, 1967, Open House was held at the Center's new location at 3205 South Federal Highway, Stuart.

The Center operated on a full-time basis yearly, five days a week, and was the first of its kind in Martin County. Open to men and women sixteen years or older, who need help in rehabilitating themselves, the facility evaluates, trains, and provides employment.

The name was changed to Tri-County Rehabilitation Center in 1974.

Sea Gate Harbor Home Owner's Association

The Sea Gate Harbor Home Owner's Association was organized July 16, 1967, and chartered December 15, 1967, with thirty-four households represented in the charter membership. The first president was Edward Stagmiller, followed by Neal Romano, Eugene Hull, and Richmond Bell. The officers are president, vice-president, secretary, treasurer, and six board members. Present membership is approximately seventy-five households.

The Association's objectives are the improvement and beautification of the development and recreation area, the participation with other civic organizations for the betterment of Martin County, and the support of conservation and ecological movements. Establishment of Sea Gate Harbor as a bird sanctuary was approved in 1970.

Daughters of the American Colonists

On January 21, 1972, Mrs. Ernest F. Lyons, as organizing Regent, helped establish the Reformation Chapter of the Daughters of the American Colonists, taking the name "Reformation" from the Barkentine Reformation, chartered by Jonathan Dickinson, September 22, 1696, and wrecked in a violent storm just south of Stuart on Jupiter Island. Mrs. James A. Garvey became the first Regent, and the organization has grown from its original five members, to more than ten.

American Association of University Women

The Stuart Area branch of the American Association of University Women (AAUW) received its charter on June 27, 1972, joining with the 1,700 local branches and fifty state divisions to take its place in an organization that has distinguished itself since 1882.

AAUW is a nationwide organization of women graduates of regionally accredited U. S. colleges and universities, or of foreign institutions recognized by the International Federation of University Women. It has more than 170,000 members, representing every state. In addition, some eight hundred colleges and universities are corporate members of the Association.

Since its beginning, it has been identified with expanding opportunities for women. Members have worked for the right to vote, the creation of the U. S. Women's Bureau, inclusion of women under the Fair Labor Standards Act, admission of women to the U. S. diplomatic service, election and appointment of qualified women to public office, and, most recently, the Equal Rights Amendment.

AAUW has been responsible for reforms in many states, such as, criminal justice for women, neglected and abused children, sex education in

public schools, and in the fields of environment and health.

Charter members of the Stuart Area branch are: Valerie Adams, University of Delaware, Barbara Anderson, Florida Atlantic University, Carrie Arnold, Columbia University, Jane Bird, University of North Carolina, Shirley Blackman, Winthrop, May Cross, University of Miami, Helen Dixon, Barnard, Grace Fisch, Oneonta University, Barbara Freel, Ohio State, Dorothy Grimm, Brooklyn College, Margaret Hamilton, National College, Gayle Harrell, University of Florida, Joan Haskins, Florida Atlantic University, Shirley Holland, College of William and Mary, and Dagney Jochem, Florida Atlantic University.

Also Pat Kennedy, University of North Carolina, Esther Kildea, University of Detroit, Helen Knowles, University of Tennessee, Helen Latch, Douglas College, Jeanne Lord, Pennsylvania State, Jane MacCallum, University of Buffalo, Leona Miles, Earlham College, Jean Moyer, Washington College, Donna Pottee, Oregon State University, Margaret Ricou, Oklahoma State, Kathryn Sachrison, University of Florida, Anna Schoenbrun, Hofstra College, Mary Jane Turmail, University of Florida, and Helen Wells, Johns Hopkins University.

The first president of the Stuart branch of the American Association of University Women was May Cross.

United States Coast Guard Auxiliary

The United States Coast Guard Auxiliary, although a volunteer, civilian, and unpaid organization, is an integral part of the Coast Guard, established as such by an Act of Congress in 1939, to assist the Coast Guard in the following functions: to promote safety and effect rescues on the high seas and navigable waters; to promote efficiency in the operation of boats; to foster a wider knowledge of and compliance with, the laws, rules, and reg-

ulations governing the operation of boats, and to supplement other operations of the Coast Guard.

The peacetime function of the Coast Guard Auxiliary was abruptly changed on December 7, 1941 – Pearl Harbor. Immediately, Auxiliary units throughout the waterways of the country came into existence and four months later, on April 11, 1942, Flotilla 9, Stuart, Florida, received its charter from United States Coast Guard District VII Commander, Miami, Florida. Its initial sixteen members elected the following officers: Commander, Harry C. Beckman; vice-commander, Harry B. Swinglehurst; junior commander, Emmet L. Shomer, and secretary, Earl Ricou. Commander Beckman, a native Floridian, resident of Stuart and active in civic functions, served in this capacity for four years. His activities also included serving as City Commissioner for six years, two years as Mayor, president of the Rotary Club, and a Boy Scout Commissioner.

By the end of 1942 Flotilla 9 had twenty-eight active members, of whom four are still on the active roll – Arnold Bauer, who served as commander in 1946; Von Jourdan, commander in 1949; Stephen Koronski, and

Webster Ordway.

Although functioning as a single unit, during the war years Flotilla 9 personnel formed two groups – auxiliaries who could devote only a limited amount of time to Flotilla functions, and temporary members of the United States Coast Guard Reserve. As members of the Temporary Reserve their objective was to relieve regular Coast Guard personnel in the Stuart area so that they could perform more active duty. In this capacity, members of the Stuart Flotilla Temporary Reserve, operating under orders of the Captain of the Port at Fort Pierce, were required to serve a minimum of twelve hours a week.

Duties in the Stuart area included regular watches at the Gilbert's Bar Tower, which was also functioning as a Coast Guard Lifeboat Station and subsequently became known as the House of Refuge Museum. Additional duties involved boat patrol in Auxiliary vessels, both on the inland waters and offshore along our coast line, a beach patrol whose purpose was to guard against enemy infiltration, and participation in the many rescues of seamen from vessels sunk by offshore submarines. During this entire period, regular weekly meetings continued, at which Auxiliary members became proficient in all forms of communication, navigation, and rescue procedures.

In 1945 the Auxiliary reverted to peacetime operation and proceeded to establish programs which are in effect today. Recognizing the importance of safe boating education, a course in boating safety for the public was instituted. Members of Flotilla 9 became knowledgeable instructors and each year scheduled a number of these courses with excellent public

response.

Another major phase of the Auxiliary's function was the establishment of the Courtesy Boat Examination program. Again – trained and knowledgeable members of Flotilla 9, at the individual request of individual boat

owners, thoroughly examine their boats to establish their conformation to all Federal and State regulations relative to proper construction, navigation facilities, and safety equipment. As boating popularity has increased through recent years, this program has become of major importance. At no cost to the boat owner, its purpose is to make him aware of any condition that would affect the safety of his craft and passengers. Each year Flotilla 9 makes hundreds of these inspections.

With the continued growth of the Coast Guard Auxiliary units in the South Florida area, Flotilla 9 became part of a newly established Division V, October 1, 1946, which extended from Delray Beach to Fort Pierce and subsequently to Belle Glade, where a unit was recently formed, and Flotilla 9 became Flotilla 59. With the availability of a large fleet of regular Coast Guard vessels, flotilla members were able to acquire considerable training aboard 83-foot patrol boats and on several occasions on the larger high seas cutters.

It was not until April 11, 1949, that Flotilla 59 acquired its current location in a building donated by the City of Stuart at the foot of Flagler Avenue on the St. Lucie River. As a former fish house, it required considerable alteration, and as this cost was borne by the flotilla, the transformation spread over several years, until now it provides very adequate facilities for both members' meetings and the periodic public training classes. In this year (1949), an exhibit at the Martin County Fair, which has continued to date, promoted safe boating and the public classes.

From time to time Flotilla 59 has been the recipient of various sized boats, donated by public-spirited citizens. As Federal law prohibits an Auxiliary unit from owning physical property other than equipment used in training programs, a separate corporation was formed in July 1946, to maintain ownership of these boats. On July 16, 1946, the Arundel Corporation presented the Auxiliary with a 100-foot steel hull houseboat to be used as a floating base. Berthed at the Stuart Marine dock, it was later moved to a berth at the end of Fern Street, just north of the Roosevelt Bridge. As it was too large for the requirements of the Flotilla, it was sold the following year. Several smaller, more practical boats were donated to the Flotilla and played an important part in its training program. When eventually sold, these provided the necessary funds to improve the head-quarters building, and purchase necessary training equipment.

During the period 1950-1960, Flotilla 59 membership growth resulted in an expansion of all phases of the Auxiliary's function. Public education classes as large as one hundred participants were held at the Civic Center, and Courtesy Boat Examinations kept up with the increasing number of boats. Members' own boats continued to participate in weekend patrols, training exercises, and were responsible for a growing number of rescues in the Stuart area.

A measured mile was established along the shore of the St. Lucie River side of Sewall's Point, south of the present bridge, but was ultimately abandoned due to wave erosion of the shoreline created by wash of boats checking their speed. St. Lucie Inlet at times becomes a dangerous passage because of the shoaling, and Flotilla 59 played an important part in endeavoring to secure the obvious and necessary corrections. With the final solution still to be accomplished, facilities owned by members of Flotilla 59 are continuing to provide important search and rescue patrols.

The Public Education program was expanded to include a course for high school students in 1967. In such annual events as the Small Boat Offshore Fishing Tournament, the Sailfish Speedboat Regatta, and the Blessing of the Fleet, Flotilla 59 provides the important safety patrol.

In the seventies, Flotilla 59 is looking forward to a further expanding program of increased membership, more safety education programs for the boat owners, and greater participation as an effective aid to the United States Coast Guard. Flotilla 59 welcomes qualified new members at all times.

"SAFE BOATING IS NO ACCIDENT."

By Edward Benedict

POST OFFICES

Waveland - Sewall's Point

The Waveland Post Office was established by Dr. William H. Baker in 1880. Anson J. Olds, John T. Hamilton, William D. Edwards and John H. S. Panter followed Baker as postmasters. On May 15, 1905, the Waveland Post Office was discontinued and mail was sent to Jensen. On May 4, 1891, Henry E. Sewall established the Sewall's Point Post Office at his residence at the tip of Sewall's Point. It was in operation until August 31, 1918.

Sorensen - Jensen - Jensen Beach

On April 17, 1890, John Sorensen became Postmaster of Sorensen and one month later, the Jensen Post Office was established, and Sorensen was discontinued; but John took over the new name, remaining until March 7, 1895, when he was succeeded by George Edward Coon, who was followed on December 12, 1898, by Joseph E. Keck, and by Irving E. Whitney on April 19, 1907. Next came James N. Arnett, July 16, 1908, and Charles T. Hellier, September 11, 1915, then Henry E. Neal, July 1, 1919.

Gomez

Joseph B. Bullard became the first Postmaster of Gomez in June 1891, followed by Wesley Smith in October 1892, Charlotte J. Wald in March 1895, Kirby Smith in September 1904, and Paul J. Buren in July 1912.

Hobe Sound - Olympia

On August 4, 1891, Almeda C. Armour, wife of Captain James Armour, Keeper of the Jupiter Light, was the first Postmistress. Reginald

E. Sergeantson assumed the position on August 19, 1892, followed by Charles Sergeantson, September 29, 1892. On December 19, 1893, James Banner became Postmaster, followed by Reginald Sergeantson, again, on

August 24, 1895.

On April 28, 1900, Walter G. Stokes took over the position, then John H. Grant (at that time Keeper of the Jupiter Light), held it from May 7, 1902, until William E. Swoop took it in June 2, 1903. Next came Joshua M. Knapp on October 20, 1905, then John Grant took over, again, until June 3, 1907, when Jackson Hiers became Postmaster, succeeded by George A. Godfrey on December 8, 1909. In 1923, the name was changed to Olympia, and "after boom time" it went back to Hobe Sound. Edward B. Boitel, July 1, 1926, was followed by Joseph J. Goular (acting Postmaster) on August 9, 1928, and Paul E. Mahan, September 11, 1930.

Potsdam - Stuart - Goslingville

Otto Stypmann became Postmaster of Potsdam on March 12, 1892, followed by Broster Kitching on June 15, 1894. On June 15, 1895, the name of the town was changed from Potsdam to Stuart, with Postmaster Kitching remaining in office. Ernest J. Ricou was appointed on July 10, 1913, followed on February 22, 1918, by James R. Pomeroy. The Goslingville Post Office, in the Stuart area, had a Postmistress from 1898 to 1905 – Mary J. DeStueben.

Tahiti - Sugden

In 1892, Mrs. Etta Woillard was the Postmistress of the little settlement of Tahiti, near what is now Hobe Sound. She died in childbirth the following year and the Post Office closed. In 1895, Henry A. Heckler became Postmaster of Sugden, located between Hobe Sound and Gomez, and was followed by Eugene Woillard, husband of Etta. The Post Office closed in March 1898.

Spruce Bluff

John E. Fultz was Postmaster of this little settlement on the North Fork of the St. Lucie River in 1893. He carried the mail by rowboat from Stuart and was seldom late. The Spruce Bluff office closed in 1912.

Rio - San Lucie

Rio-San Lucie was established in 1893, changing its name to Rio in 1897. James E. Andrews appears to have been its first Postmaster, followed by Edward Glutsch, Fred W. Miller, Kate F. Christensen, Harold G. Simes, and Bennet Day. After October 1927, when the office was closed, mail for Rio residents went through the Jensen office.

Tamestown

A tiny Post Office was established at Jamestown in May 1899, with James P. Lees as Postmaster, but closed in February 1900.

Annie - Indiantown

In 1902, Francis Marion Platt became the first Postmaster of Annie, the town he had named for his wife; but official Post Office records have no listing of this office until 1902-1903 when Annie is plainly listed. In 1917, the office name was changed to Indian Town, and in 1956 became Indiantown.

Salerno

Byron G. Ball became Postmaster of the Salerno office on April 2, 1909, with Oliver Lund coming August 28, 1909, followed on October 29, 1909, by Leonidas H. Wells, and John L. Kishpaugh on April 18, 1911. On August 2, 1920, Annie C. Earle became Postmistress. In August 1959, the name became Port Salerno.

Port Sewall

On November 27, 1914, the Port Sewall Post Office was established as a "winter" Post Office, with Theodore C. Saul as Postmaster, but thirty years later, on August 31, 1944, it was discontinued, and all mail was sent via Stuart.

Port Mayaca

The Post Office in Port Mayaca was established May 23, 1928, with Mrs. Julia Banedt, Postmistress.

Camp Murphy

Camp Murphy, which is now Jonathan Dickinson State Park, is listed as a Post Office from July 1942 to November 1944, during World War II, when it served as a radar school for U. S. servicemen. (Signal Corps School.)

REAL ESTATE

Land offices were opened at Tallahassee in 1825 and at St. Augustine in 1826, and between 1825 and 1845 some 800,000 acres were sold (for \$1.29 an acre) in Middle Florida, but only 70,000 in East Florida. From 1830 to 1845 the settlements in the northern sections of East Florida were increasing rapidly.

In 1842, at the close of the Indian War, a temporary Free Homestead Act was passed. Known as the Armed Occupation Act, it offered a quarter section of land to men able to bear arms who would establish settlements out of Gainesville and Palatka. It was thought that this would prevent any more Indian uprisings. It is also said that anyone who could hold one hundred sixty acres of land against the Indians for a period of seven years in the 1840s, could own it free and clear. This was to encourage settlement.

In 1926, a small tract of land with 805-feet of railroad frontage and 175-feet on Fourth Street (East Ocean Boulevard) could be had for \$200,000 – one half in cash, the rest at 8%, to be paid in three years. Acreage ran from \$500 to \$5,000 in the "boom."

The land bubble had burst in 1930, and acreage in Martin County was going for \$1.50 to \$10 on the mainland, \$5 to \$7.50 a foot on the ocean front. Not until 1963, were prices up again – \$165 to \$400 in the western part of the county, and \$200 to \$500 per foot on the ocean. Homesites ranged from \$500 to \$5,000 inland, and \$4,500 to \$25,000 on the water.

One of the area's earliest real estate transactions took place in 1882 at Jensen when John L. Jensen homesteaded about one mile of land on the Indian River. It was here that John T. Stanley built the Al Fresco Hotel, which became the focal point for all business transactions concerning the pineapple industry. This, also, was at the time when Jensen was known as "the Pineapple Capital of the World," and W. L. Fredricksen paid \$10,000 for ten acres on the bluff overlooking the river. In less than five years, in 1895, the Big Freeze struck, killing not only the pineapples but the fish and crabs in the river.

In the late 1940s land was still cheap. After World War II good commercial property on the Federal Highway at Colorado Avenue sold for \$10 a foot, reaching \$200 per foot in the fifties.

Ocean front in the forties was going for \$5 to \$10 per foot and jumped to \$300 per front foot.

Residential lots in the late forties in Stuart, Jensen Beach, and Port Salerno sold or were auctioned off at from \$25 to \$100.

In the late fifties, Hutchinson Island properties sold as high as \$300 per foot, and residential lots in Stuart, Port Salerno, and Jensen Beach were selling for \$350 to \$2,500.

In 1950, speculative land transactions in undeveloped acreage in the western part of the county became intense. In the first half of the decade, acreage ran between \$35 and \$75 per acre. In 1955-59 it rose sharply to between \$125 and \$200 per acre.

In the sixties, the move was on. Martin County, according to a study released by the University of Florida, was the second fastest growing county on the east coast of Florida between April 1960 and July 1963, and a projected population of 40,000 by 1970 was forecast.

In May, 1974, it appeared that with the decline of the stock market and the increase in interest rates, although Martin County was fast becoming a complex of condominiums, there was a general slowdown in sales, aggravated by heavy increase in price. A 1969 2-bedroom condominium at \$16,500 sold for \$23,000; a 1967 \$20,000 three-bedroom house in North River Shores sold for \$50,000 – if on water, for \$75,000 and up. In 1974-75 lots in town and residential areas were \$2,600 to \$38,000, and Hutchinson Island ocean front \$1,000 to \$1,500 per foot – a far cry from the two hundred forty-two homestead permits issued in St. Augustine in 1843 when land was \$1.29 an acre, or in 1930 when it was \$1.25!

Figures cited by a leading Martin County realtor put the peak front-footage at "asked – \$3,000; got \$2,250"...on Hutchinson Island.

RUM RUNNING

A mysterious boat drifted ashore at Jensen Beach one day during the 1920s. There was not a soul aboard, and no one would claim it. The boat was split, held together only by ropes tied around it, obviously the victim of a severe northeaster. It was full of broken bottles and smelled of rum, whiskey, and wines. Like so many others, the boat carried no registration number and could not be traced.

Martin County was one of the main points of entry on the entire coast for illegal beverages, with West End in the Bahamas only 60 miles southeast of the St. Lucie Inlet. Small boats would go through Customs at West Palm Beach and on over to West End to pick up their cargos. Bahama natives and a few Englishmen kept two warehouses filled with imported beer, whiskey, and wine, which they sold to boatmen for \$10 a case. The boatmen could get \$4 or \$5 a quart.

In the Islands, workers would discard the wooden cases and repack the bottles in burlap-wrapped packages of six quarts or twelve pints, called a "ham." Smoked hams were wrapped in the same way. These packages fitted better in the odd spaces in the boats.

Usually the boaters were not the buyers and sellers, but were merely acting as transporters of the contraband. Returning at night, the boats would bring the cargos to Stuart or Salerno and unload before returning to West Palm Beach to clear with Customs.

In the early part of the decade they were slow boats, having marine engines of only one or two cylinders, or old automobile engines. The 16-to 18-foot boats took fifteen hours to make the trip. Later, fast speed boats were used. Two men would be aboard, cooking their meals on a wood fire in a big metal container partially filled with sand.

You were in danger from unpredictable weather at sea and the law might be lying in wait at the dock. But you didn't have to worry that the average person would turn you in. Most folks were against Prohibition and if they saw you with a boatload they'd keep their mouths shut.

Of course, every community had its "drys." In the summer of 1932, at a Democratic meeting in Flagler Park, an anonymous letter was read from the platform that caused a sensation. The letter listed candidates who were supposedly "dry." This was shortly before the election that signaled repeal of the Volstead Act, and emotions were high. Copies of the letter were sent to members of the Society for Support of the 18th Amendment. Both "wets" and "drys" were incensed. H. L. Snyder, candidate for county tax assessor, said he was "deeply hurt" that his name did not appear on the "dry" list.

There was no problem selling the wares. You could buy a bottle at about any garage or filling station. The saying was: "anywhere except the bank." Often individuals would pay the boaters and take their loads off their hands, piling it into their own car trunks, back seats, and false car bottoms. Extra springs in the car would keep the tires from going too

low and alerting authorities. Officers stopped autos with suspiciously low rears. But some cars were fitted with smoke screen devices – small tanks of oil near the motor to drain down into the exhaust. While the officer was going back to investigate, the driver could turn a valve and the hot oil poured black smoke from the tail pipe into the investigator's face.

A few people made a lot of money "running rum," but according to

one source, they spent it as freely as they made it.

Everyone – authorities and others – had a special awareness about boats that might be carrying contraband. The sheriff and deputies kept a sharp lookout. When their suspicions were aroused they would take off after the boats. In their scramble to get away, boaters threw "hams" overboard to lighten the craft and escape. Next day everybody would be fishing.

One morning in 1927 a rum-runner was quietly getting ready to unload his liquor at Port Salerno. Suddenly a speedboat came tearing out of Manatee Pocket, startling the rum boatmen so badly they began tossing overboard sacks of champagne and whiskey all the way from Rocky Point to Hell Gate, as they made their "escape." That afternoon everyone with a rod and reel ran down and started trolling for the burlap sacks of booze.

Jake Blakeslee got out his big seine.

Many prominent local citizens were rum-runners who never got caught, and sources even today are shy about naming names. There were mysterious cases of men missing after a boat trip, and no one was ever to know whether the men were "rubbed out" by rivals or sampled too much cargo and just rolled overboard. A trapper disappeared from the North Fork. Was he "taken for a ride"? – in a plane? – halfway to West End?

The famous Ashley Gang hijacked some bootleggers' stock to put themselves in the business, but later Frank and Ed Ashley failed to return from a sea trip while carrying an \$18,000 cargo. Lost at sea, it was said. But if their boat was shipwrecked, why did various bootleggers seem to come into sudden wealth after the Ashleys' disappearance? The question was

asked then, but may never be answered.

An ingenious arrangement was discovered by lawmen in the woods west of Stuart. There was no road into the area and a vehicle couldn't go through. Authorities found a small clearing beside a canal that appeared to be the landing strip for small planes. Cables slanting across the canal cut through the thick woods, with hooks to carry – the whiskey sacks? – sliding along the cables. At the end of the cables was a dirt road where trucks could rendezvous for their goods.

A Customs patrol on foot stumbled onto this rig accidentally and set a trap to try to catch the operators in the act. Lawmen were hidden in the woods, where they waited for developments. After a while a plane was heard approaching, and the men watched while the pilot expertly flew between trees and under pine limbs, setting down in the clearing. The pilot remained inside while a lookout with a sawed-off shotgun went on watch and another man began unloading cargo.

At that moment the federal officers ran onto the scene. The lookout

gave warning and the pilot managed to take off, leaving the other two men and a quantity of whiskey in the custody of authorities.

On another occasion, Lou Harris, a 31-year-old liquor smuggler, was flying a liquor-laden hydroplane, dodging water spouts over the Gulf Stream, when he hit a "dead air pocket." He grimly decided that water spouts and air pockets were too much to fight, and he set down on the St. Lucie River eight miles north of Stuart. But the plane was greeted by rifle shots from hidden Customs agents who had been hiding near the old Spruce Bluff Post Office site for four days. They opened up with Springfield rifles, sending shots crashing through the gas tanks and cutting the oil lines.

The pilot raised his arms and gave himself up. "There's no use trying to beat hard luck like mine," he said. He said he had been smuggling for only one week. "But I can see that the game isn't worth the candle." The former smuggler was lodged in county jail, which was in West Palm Beach at the time. Seized were sixty-four sacks of assorted liquor, a small sea skiff, and the plane itself, valued at \$2500. The pontoon-equipped plane with orange wings and green body was the eleventh airplane confiscated by federal forces during the preceding twelve months.

All liquor was not brought in by boat or plane. There was a brisk business in do-it-yourself booze made usually deep in the woods. Toward the end of the year 1925, when the *Stuart Daily News* was carrying ads for Bebe Daniels starring in a picture at the New Lyric Theatre, there

were also stories of stills found and destroyed.

The real estate boom was at a fever pitch, shortly before the bust. One evening the sheriff visited a citizen on some matter, and noticed three bottles in the room. They contained Irish whiskey, gin, and moonshine. Law men were diligent in carrying out their duties, and the citizen was charged with possession. In court the case was dismissed on a technicality. The defendant's attorney argued that (1) no search warrant had been issued, and (2) the liquor was not presented to the court as evidence.

But the big stories were the booze hauls, one of the biggest, seventy-two sacks of whiskey from two automobiles, a Cadillac and a Peerless, driven by two men on Dixie Highway, going through from the North.

All through the Twenties and into the Thirties, illegal stills were found

by the sheriff and deputies:

– Eight sacks of whiskey carried on the rumble seat of a Chrysler roadster brought a \$150 fine on a liquor transportation conviction. The two male occupants claimed they were not smuggling for profit, but for personal use in Detroit.

- 80-gallon still was found in the woods nine miles northwest of

Indiantown. Six mash barrels were broken up.

- A house in Hobe Sound yielded 300 bottles of "home brew" and nine gallons and several pints of moonshine.

- 50 gallons of moonshine were found hidden in a clump of palmettos in the deep woods near Indiantown. There was evidence that a still had been removed.

- 28 barrels of mash and moonshine were destroyed in a jungle hideout at the edge of Lake Okeechobee, "a Christmas present to the W.C.T.U. (Women's Christian Temperance Union) . . . a 300-gallon still."

- As a result of airplane spotting, three stills were destroyed southwest of Palm City. All were emptied, with 20 gallons retained for evidence.

- A series of raids in the Chancey Bay section produced two stills and several bottles of home brew. Mrs. M said she made the home brew for health.

- At Mayaca, deputies brought in their 20th still, seizing a barrel of 'shine and three jugs. They destroyed 19 barrels of mash and chopped a hole in the 50-gallon thumper, letting the makings run all over the ground. This alcohol was supplying Pahokee, Canal Point, Belle Glade, and Palm Beach.

The nearest things to speakeasies were some operations in private homes. Before you could get in, the people in charge had to know you or someone with you. It would not be unusual for a trapper deep in the woods to come across a sizable cache of liquor. According to the ethics of bootlegging, it was perfectly all right for him to help himself to a bottle or so, discreetly. But one day a gang of tough bootleggers found their treasure had been cleaned out, and their logical suspect was a trapper called "Hal." They tracked "Hal" to his camp and went to work on him.

"Where is it, Trapper?" They dunked his head into water until he was unconscious. They revived him. "Where is it, Trapper?" This went on all one weary afternoon. "Hal" was scared. They were in a mood to kill him. But in his bones he felt that the minute he told them what they wanted to know they would no longer have any reason to keep him alive.

At last the bootleggers gave up on "Hal," and got him ready for "a ride." They stripped his clothes off to his BVDs and threw him on the rear floor of a Ford automobile. Two men subdued him by resting their feet on him. The group drove to West Palm Beach. As they were going down Clematis Street, the trapper made his move. He leaped up, eluding both men, and jumped out on Clematis where, sprinting in his BVDs, he

headed for the police station. In 1933 it was still illegal to give whiskey to Indians, even though the

Indians had recently (ironically) been granted citizenship.

One of the county's most picturesque trials was held in August of that year. An Indiantown youth was charged with giving whiskey to Seminoles. Witnesses included Billy Bowlegs, a tall, patriarchal member of the Cow Creek tribe; Billy Stuart, gray-haired and stolid, a Seminole of the old school, wearing the traditional rainbow shirt and overalls; young Oscar John, flashily dressed in a store-bought green shirt, red tie, checkered trousers, and shoes, and J. L. Glenn of Dania, Indian agent, who acted as interpreter.

It unfolded that a drinking party had taken place in the backwoods near Indiantown. Two youths had happened upon the encampment of Seminoles. Whereabout's of the second youth were unknown. The defen-

dant had been on his way home from school, when he met up with the other boy. They heard the Indians shouting and singing, so they went to investigate. According to the defendant, his friend went out and got the whiskey, and then proceeded to drink too much. The defendant stayed all night, he said, to protect his friend.

The verdict was "not guilty."

Moonshine, a concoction of cracked corn and sugar, continued to be a problem even after repeal of the Volstead Act. In June of 1933 authorities raided a giant still near the Stuart city limits. The still was capable of turning out two hundred gallons of corn whiskey a day. It was hidden on a small island in the middle of a grassy swale in the center of the Sarita section of St. Lucie Estates. Raiders found evidence of hasty flight. Ready to be run was a 250-gallon hogshead full of mash. "Modern" methods were used to conceal their labors. Operators used a gasoline blow torch and pressure outfit to heat the mash to prevent tell-tale smoke.

After seizing the twenty-first still in the deep woods west of Palm City, the sheriff made a statement. He was not waging war against the moonshiner simply because of the infraction of the law, he said, but principally because of the poisonous quality of the product. "I would not drink a glassful of some of the liquor we have seized for \$1,000," he declared. "Most of it is matured by addition of potash. Some of the mash is allowed to ferment in holes hastily dug in the ground. It is not unusual to find cockroaches and rats in the fermented mash."

In the rum-running days, the quality was excellent, consisting mostly of rare imported whiskey, rum, and fine wines. Official bottle smashers were a sheriff's deputy and the county clerk. "The hardest part of the job," they told the Stuart News, "is turning down all offers of assistance."

Even the law was not above suspicion when they had the duty of disposing of the stuff in the back woods. Finally the sheriffs and deputies were required to smash the bottles in the jail yard behind the courthouse. You could smell it all over town.

In November, 1933, Florida Governor Dave Sholtz received a request from Martin County for an anti-bootleg fence around the jail to prevent smuggling 'shine inside. The old wooden fence had been destroyed on Labor Day by a hurricane.

Sometimes the whereabouts of confiscated liquor had to be kept secret – to protect it from the thirsty.

After a lot of pressure, one day in October, 1925, the sheriff himself revealed where a quantity of "evidence" was hidden. It was in the old ice plant "across the river." He added that two "wide-awake" deputies and a "vicious" police hound guarded it day and night. The liquor somehow had to be kept safe until a court order was issued for its destruction. But the county court's fall term didn't start until November. If that hound was ever going to be on his toes, now was the time.

By Roberta Crawford*

^{*} Reprinted from the Stuart News with permission.

* * * *

Editor's Note — Captain William H. "Bill" McCoy, whose integrity in the matter of quality gave our language the expression "the real McCoy," was a great friend of the Hugh Willoughbys of Sewall's Point. Bill and his brother Ben were boat builders of outstanding reputation, and Bill was a skilled blue water sailor. A graduate of the maritime schoolship St. Mary and no stranger to the Atlantic and its moods, his fast schooners Henry Morgan and Arethusa could outrun almost anything afloat at the time.

As he described his part in the rum-running enterprise, he was "simply operating a taxi service" between ports in the Caribbean and a couple of French islands off Nova Scotia – St. Pierre and Miquelon. His "fare" happened to be liquor. A teetotaler, himself, he made no compromise with the excellence of the product he carried for hire. This gave it the stamp of sterling that led to its being known world-wide as "the real McCoy."

Bill and Ben knew yachtsmen up and down the coast, and liked the St. Lucie Inlet area well enough to buy land and establish their business here. When Bill died, his ashes – by his prearranged plan – were taken out the Inlet by the widow of his old friend Hugh Willoughby – Mrs. Adele Kauffman "Pokey" Willoughby – with his brother Ben handling the boat, and scattered off Sailfish Point – the property he owned and loved.

A frequent visitor at the Halifax, Nova Scotia, home of the writer's parents, Mr. and Mrs. James Fraser Paige, Bill McCoy talked much of the unspoiled island "south of St. Augustine and north of Palm Beach" where he and Ben hoped to settle down to some serious yacht designing.

His beautiful *Arethusa* was finally brought around by the U. S. Coast Guard off New York. As they entered the harbor, the *Leviathan* was steaming into port. A privileged exchange through megaphones between the acknowledged "king of the rum-runners" and the captain on the bridge of the liner (at that time the largest passenger ship afloat) was a nostalgic tug on an old school tie: they had been classmates on the *St. Mary*.

TRANSPORTATION

Trade Boats and Paddle Wheelers

Their highways were the rivers. Their motive power was the wind. For the pioneer settlers of what is now Martin County, the way to get anywhere was by boat. The streams and rivers – chiefly the Indian, St. Lucie, and Loxahatchee Rivers – were the streets and avenues of commerce.

The early settlers arrived by boat and made their homes along the waterfront. And the river brought the necessities of life – by "trade boats."

Beginning in 1887, Captain Walter Kitching sailed his floating general store up and down the Indian and St. Lucie Rivers, serving settlers from Cocoa to Jupiter. His trade boat carried a wide variety of merchandise – food staples, dress goods, medicines, shoes, building materials. The trip took forty days, more or less, depending on the weather.

Captain Kitching's advertising program was simple but effective: As he neared a settlement he blew a blast on a conch horn to let the settlers know that the trade boat was coming. The sound brought customers crowding onto the dock, or, where there was no dock, scrambling into small boats and paddling out to meet him and go aboard.

Though he had a virtual monopoly of the business, Kitching built good

will by keeping his prices low. As one customer reported:

Most of us were buying our groceries of John Clark & Son of Jacksonville, for we had no department stores on the St. Lucie River. So, when Walter Kitching started his first trade boat and gave us smoked bacon, full sides, at nine cents a pound, we took to him like bees to a sugar tree. Later he got a larger boat and carried a splendid stock of goods which he sold at fair prices for small profit and a sure-enough come-again trade.

Kitching's first trade boat, owned in partnership with S. F. Travis, was a small one-masted sailboat, the *Wave*. To carry as much as possible, he packed certain merchandise well forward in the bow, where it was difficult to get at. He couldn't get into that tight space himself but he had a very small cabin boy who was "trained like a monkey." When a customer asked for something that wasn't in the boxes in the main hold, the cabin boy would crawl down into the forward section and locate the desired item. When he shouted "all right," Kitching would haul him out by his feet.

Walter Kitching also was a notary public and this enabled him to do many favors for his customers. He witnessed signatures on papers and took them to the county seat at Titusville to be registered. He even performed

marriage ceremonies.

The business prospered and Kitching got a larger boat, a sloop which he named *Sparkle*. His third and last trade boat, a schooner named *Merchant*, was sixty feet long and twenty feet wide. It had two centerboards and drew only five feet of water, loaded. The inside was fitted with rows of shelves, and there was plenty of headroom.

In 1896, Kitching began building a general store on his waterfront property at Stuart, near the railroad bridge. Early in the following year when the store was completed, he sold his trade boat and moved the

merchandising operation ashore.

Also operating on the river was a dental boat, captained by a Dr. Houghton. He brought dental care, of a sort, to settlers who came aboard. In some towns, he would set up his office on land. But most often the work was done aboard, where the rolling of the boat compounded the tortures inflicted by the foot-powered drill.

The river brought more than just the material things of life needed by the settlers – there was a church boat, too, although this came somewhat later. It was about 1910 that the Reverend Neil McQuarrie and his "Gospel Navy" sailed the St. Lucie in his sloop, the *Evangel*, helping to serve the

spiritual needs of settlers along the river.

Instead of school buses, for some children of Martin County pioneers there was the school boat. In 1903, a boat named the *Maine*, thought to be

one of the lifeboats from the battleship *Maine* of the Spanish-American War, was put into service picking up students along the Loxahatchee River and carrying them to school in Jupiter. The *Maine* was operated by Dr. Charles P. Jackson.

In 1910, Percy Fuge began operating a school boat into Stuart from the area in which he lived, on the South Fork. After dropping the children off at Stuart, he would take back a load of pineapple slips, which he planted before returning to pick up the youngsters after school.

Even in the middle of town, schoolchildren sometimes had to depend on a boat: The school in Stuart was in what is now a part of the County courthouse, on East Ocean Boulevard just east of Confusion Corner. Sometimes, in the rainy season, a pond formed near the railroad tracks so deep that the children had to be ferried across to school in a rowboat.

It might be said that at one time the people of Stuart relied upon boat transportation from the cradle to the grave. For example, when Janet Krueger, now Mrs. Carroll Dunscombe, was born in 1894, the nearest doctor lived on the north side of the St. Lucie River, near the little settlement of Gosling. When the time came, Mr. Krueger alerted his neighbor, Benjamin Parks, who lived at the head of Krueger Creek. Ben's son, George W. Parks, jumped into his rowboat, rowed out Krueger Creek and across the St. Lucie to Haney Creek. There he picked up Dr. Haney and rowed back across the river and up the creek to the Krueger home. This was typical procedure for making house calls, whether to assist at a birth or to help the dying.

Even the ride to the grave was made by boat. Fernhill Cemetery in Stuart was located right where it is now – adjacent to Poppleton Creek. Today, State Road 76 runs by this point, but around the turn of the century there was no road there. The only way to get to the cemetery was by boat. At burying time, the coffin was loaded into a sailboat or launch and brought up Poppleton Creek to Fernhill. There the pallbearers took over and carried the deceased to his final resting place.

Most of the traffic on the rivers was carried by sailboat until about 1885. In the fall of that year, the steamer *Indian River* was put into service on the run from Titusville to Melbourne. She proved unprofitable and the run was discontinued at the end of the tourist season.

A small twin-screw steamboat, the *Lake Worth*, commanded by Captain H. P. Dye, began making regular trips from Titusville to Jupiter in the winter of 1886-1887. It was licensed to carry only twenty-five passengers and soon proved too small for the growing traffic of passengers headed for Palm Beach. Later it was enlarged and used on Lake Worth.

In 1886, the Jacksonville, Tampa, and Key West Railroad, which had just inaugurated its rail service to Titusville, organized the Indian River Steamboat Company. Its purpose was to provide steamboat service to take care of the railroad's freight and passenger business from Titusville south to Jupiter.

The railroad bought a side-wheeler, the *General Worth*, and changed its name to the *Rockledge*. With Captain R. P. Paddison in command, the

Rockledge made daily trips between Titusville and Melbourne. This meant that the settlers on the northern part of the river as far south as Melbourne had mail service every day, while those on the lower part of the river and at Palm Beach got mail only once a week.

The residents south of Melbourne objected to this, and, to satisfy them, the company put a small stern-wheeler, the *S. V. White*, into service, making the run from Melbourne to Jupiter three times a week.

Meanwhile, in the shipyards of Busey & Jackson, in Wilmington, Delaware, three new riverboats were being built for the Indian River Steamboat Company. The first of these to go into service was the St. Lucie, a sternwheeler one hundred twenty-two feet long and twenty-four feet wide, drawing four feet-two inches. Called the "Queen" of the Indian River fleet, she was the most popular of all the steamboats that plied the rivers of Florida.

Her skipper, Captain Steve Bravo, was the outstanding personality on the river. To the visitors and settlers making their way to Florida he was said to be the original Chamber of Commerce and Welcome Wagon in person.

The St. Lucie arrived in Titusville in 1887 to begin her service on the river. Here is an eyewitness account by Florida pioneer Charles W. Pierce, from his book Pioneer Life in Southeast Florida:

I had arrived in Titusville the night before with a cargo of tomatoes in the *Illinois*. I heard the deep tones of the large steamer's whistle to the northeast and came on deck just in time to see her coming into the dock in all her glory. Her hull was bright red and her upper works snow-white. With her flags flying and her polished brass sparkling in the bright sunlight, she made a picture never to be forgotten.

Two other boats soon joined the Indian River Steamboat Company fleet. The *St. Sebastian*, one hundred thirty feet long and twenty-four feet wide, and fitted with staterooms, was teamed with her sister ship, the *St. Lucie*, to provide daily mail and passenger service between Titusville and Jupiter. The *St. Augustine*, one hundred ten feet long and twenty-four feet wide, was a day boat, built for the Melbourne-Titusville run. She would leave Melbourne in the morning, reach Titusville about noon, pick up passengers from the train that came in about four o'clock in the afternoon, and land them in Melbourne in time for the evening meal.

There were other steamboats on the rivers, including the *Georgiana*, built in Palatka in 1888. These steamboats, and a few sailing sloops still in service, carried a sizeable volume of passengers and freight. Their holds were usually loaded with a multiplicity of materials needed for the developing areas along the coast. One building alone, the Royal Poinciana Hotel built in 1893 in Palm Beach, consumed 5,000,000 feet of lumber, 500,000 bricks, 360,000 shingles, 4,000 barrels of lime, 2,400 gallons of paint, 1,200 windows, and 1,800 doors. And it all had to be transported over part of its journey by riverboat.

The need for rail transportation was obvious. And the railroad was coming.

The Railroad Arrives

The railroad came to what is now Martin County in 1894. And the man who brought it here was Henry M. Flagler, the man who had built the

Royal Poinciana Hotel in Palm Beach the previous year.

Flagler, one of the founders of the Standard Oil Company, had visited St. Augustine, in 1884. Impressed with the city's possibilities as a resort, Flagler announced that he would build a luxury hotel there – the *Ponce de Leon*. He started construction in 1885 and soon thereafter announced plans for two more hotels in St. Augustine. He began advertising this part of Florida's coastline as an "American Riviera."

With a small fortune committed to these projects, Flagler needed better transportation facilities to bring in building materials and carry passengers to his hotels. So, he began to buy up small railroads. First, he bought the bonds of the little Jacksonville, St. Augustine & Halifax River Railway,

added better equipment, and laid heavier, standard gauge rail.

When the Ponce de Leon Hotel opened in St. Augustine, in 1888, would-be guests were able to come as far south as Jacksonville by rail. There they had to transfer to a ferry across the St. Johns River and then board the little railway for St. Augustine. In 1889, Flagler began building a bridge across the St. Johns River. It opened for traffic in January, 1890 –

the first large steel railroad bridge in the south.

In 1888 and 1889, Flagler had acquired the St. Augustine & Palatka Railway, and the St. Johns and Halifax River Railway. Now that he was a railroad operator as well as a hotel owner, Henry Flagler needed additional sources of freight traffic. He decided to extend his railroad southward into the promising agricultural region along the Indian River. Early in 1892, the Florida Coast & Gulf Railway was incorporated and work was begun on extending the railroad south of Daytona. In October of the same year, the name of the railroad was changed to the Jacksonville, St. Augustine and Indian River Railway.

Flagler wanted to push the railroad south with all possible speed in order to reach the Indian River area in time for the winter fruit shipments. He put a force of more than 1,500 men to work, clearing the right-of-way, grading, laying track, and building bridges. By January of 1893, the line had

reached Eau Gallie.

Now Flagler's attention was focused on the coastal area as far south as Lake Worth. He bought land there and announced that one of the largest hotels in the country would be built and ready for opening by the following winter, 1894. Ground was broken on May 1, 1893. On February 15, 1894, the Royal Poinciana was ready to receive guests. A year earlier, Palm Beach had been an inaccessible pioneer settlement. It was now advertised to the world as "The Queen of Winter Resorts."

Meanwhile, sixty miles to the north, crews of railroad workmen were cutting their way through the palmetto growth, clearing the way for the building of the railroad farther south. By February, 1894, the railroad had reached Fort Pierce and was about to push into the area that is now Martin County.

Flagler, himself, determined the route his road would follow, and personally negotiated with the land owners for right-of-way. His original plan called for the railroad to follow along the Indian River from Jensen Beach to Sewall's Point and across the river to what is now Port Salerno. But landowners at Sewall's Point had extensive acreage in pineapples and were not anxious to have the railroad interfere with their plantings. So, when Flagler approached them trying to buy right-of-way, they asked such a prohibitively high price that it angered him.

Walter Kitching, who owned property on the St. Lucie River, including the area where the railroad bridge now crosses the river, realized how valuable the railroad would be in speeding the commercial development of his property and the surrounding area. His daughter, Mrs. John E. Taylor,

of Stuart, tells the story:

The people at Sewall's Point wanted too much for their property and it made Flagler mad. So, when Father found out about it, he said, "Henry, if you are interested in running the route for your railroad over through here, I'll give you free right-of-way through my property and I'll give you \$200 in cash besides." And Flagler said, "Walter, that pleases me. I'll be delighted to. I won't take your \$200 but I'll take the free right-of-way through your property." So, that's the way the railroad came around through this part of Stuart instead of out at Sewall's Point.

This bit of history told by an eye-witness explains the wide goose-neck curve that still exists today in the tracks of the Florida East Coast Railroad at Stuart.

On the riverfront at Stuart, near the railroad, there were freight docks and warehouses where vegetables, pineapples, and other fruit and all shippable farm produce were brought by boat to be loaded onto railroad cars for shipment north. An early resident of Stuart describes the unusual procedure used in handling this loading operation:

Leading to the freight docks was a railroad siding that was much lower than the main track. This was referred to as "the hole." The railroad cars were shunted down into the hole, the engine remaining on the track. This was a wonderful feat of coordination between the engineer in the cab, the conductor and brakeman on the cars, and the flagman at the switch. At the proper moment the train, at a good speed, was uncoupled from the cars, the train heading north onto the bridge. The flagman changed the switch and the cars went down into the hole, powered by their momentum. The conductor and brakemen were on top of the cars to apply the brakes if necessary. And, if this didn't stop the cars in time, there was a huge mound of sand, cross-ties and railroad track there to keep the cars from running into the river.

The passenger station was on the main line and just above "the hole." The first station burned and was replaced by a much larger one.

Henry Flagler poured millions into the extension and expansion of his railroad, although he realized that it was a risky venture that could not make a profit for many years. He kept building, south from Miami and down the Florida Keys, until his rails reached the southernmost point of the United States. On January 22, 1912, the first train pulled into Key West after a journey that included thirty-seven miles across open

water. Flagler, aged eighty-three, was aboard. He said: "Now I can die

happy. My dream is fulfilled." He died three months later.

The tremendous cost of the Key West venture, plus other problems such as the seasonal nature of the FEC's business, kept the road in financial trouble. Then came the Florida boom and the railroads were swamped with traffic they were unable to handle. In trying to meet the demand, the Florida East Coast Railway spent forty-five million dollars, doubling its capacity. With the collapse of the boom, plus a series of other difficulties that beset the railroad in 1926 and 1927 and the stock market crash in 1929, the road faced financial ruin. It went into bankruptcy in 1931 and was operated under a receivership for thirty years.

The Florida East Coast Railway was reorganized in 1961, but two years later it was hit by a strike of non-operating employee The management refused to meet labor's demands and began operating its freight trains using supervisory personnel and outside help. A long series of violent incidents followed. As a safety measure, the company fitted flanged wheels onto automobiles which were used to "ride shotgun" on the entire trip from Jacksonville to Miami. One such vehicle was required to run along in front of each train with a demolition crew, to look out for damaged switches, dynamite bombs, or other sources of danger.

The strike dragged on for years. Eventually, the U.S. Supreme Court upheld management's efforts to keep the trains operating. When the settlement finally came, in December, 1971, the FEC was no longer carrying passengers. The road that Flagler built to carry *people* down the Florida

coast, now carries nothing but freight.

The Automobile and Martin County

The coming of the automobile was directly responsible for the forma-

tion of Martin County.

Before automobiles, the early settlers had little need for roads. Those who came first lived along the rivers and did most of their traveling by boat. Those who came later and lived inland didn't concern themselves with roadbuilding for the first couple of decades. The rough sand trails of the time were adequate for horses, mules, and shank's mare.

But when automobiles came into general use, good roads became a necessity. Automobiles couldn't negotiate the sand and mud. They got stuck. And their owners got angry at the county politicians who failed to

provide funds for building roads in this "remote" area.

Stuart and Palm City were at the tail end of Palm Beach County, which covered a huge area. Jensen was at the tail end of St. Lucie County. Both communities got little attention from their respective county governments.

By the middle-twenties, the citizens of this area were tired of getting stuck in the sand. They decided that the only way they would get good roads was to break away and form their own county.

Martin County was the result.

Picture, if you can, what the citizens of this area had to endure in order

to get from one place to another around 1915. There were no paved roads, for example, between Stuart and Indiantown, or between Jensen and Stuart, or from Palm City to Tequesta. The paved roads that had been built were narrow "shell" roads.

Until 1919, there was no bridge between Palm City and Stuart.

Residents had to park their vehicles and take the passenger ferry.

As late as 1917, there was no bridge across the St. Lucie River at Stuart. Travelers driving down from the north on the Federal Highway had to take a ferry, which was just a flat barge with a small power boat tied alongside. The charge was fifty cents per car, and only two cars could be carried at a time. This was the only entrance to Miami and all of south Florida, so there was a lot of traffic. Carroll Dunscombe, an early resident of Stuart, recalls what happened in stormy weather:

When a northeaster came along, the ferry wouldn't run sometimes for three days and cars would pile up for miles on the other side. There was a railroad bridge here and some drivers with guts would get tired of waiting and would drive over the railroad bridge.

Anita Parks Morrison, also, tells about transportation in the early days:

Before automobiles there was a footbridge across Poppleton Creek on what is now Palm City Road. When my uncles, John and Tom Taylor, came to town to visit, they'd ride their bicycles across this narrow bridge, which wasn't more than three feet wide. They were braver than I was, though. If I went out to visit them, I pushed my bicycle across...

Often we visited my uncles on Sunday afternoons by boat. I was thoroughly enchanted by the deer that had been adopted by my uncle. As we started to return home, the deer would swim out in the river, following our boat until we reached midstream. As we would turn to go to Stuart, the deer would head back to shore.

Mrs. Edna Witham Coutant taught school at Indiantown in 1911. What we know now as State Road 76 was paved (shell pavement) for only about a mile out of Stuart. The rest of the way it was two sand ruts and an occasional deep pond. Mrs. Coutant was driven out to Indiantown at the first of the school year, usually by her father, with his team of mules drawing the wagon. And when they came to the pond they'd drive through it. I think the mules enjoyed this because they could cool off and be free of the horse flies and other pests for a while. She only returned to Stuart for the Christmas holidays. Occasionally if a team was coming in to Stuart on Saturday and returning on Sunday, she'd hitch a ride back home. One year her father asked Mr. and Mrs. Lyle Tucker if they would take her out in their Corbin auto. All went well even through the sand ruts. When they came to the pond, Mr. Tucker decided that if the team could navigate it his auto could also. In the middle of the pond the car got stuck. This was about 2 p.m. on Saturday. Mr. Tucker had to wade the pond and hike seven miles to Indiantown for help. He applied to Mr. Dessie Bowers of the Bowers grove, who took his own sweet time in deciding if he could or would come to the rescue. He finally did, and the arrival in Indiantown was so late that the Tuckers had to spend the night there and return to Stuart on Sunday.

At a time when good roads were common in most areas of the country farther north, there were few passable roads in what is now Martin County. New residents moving down from the north where they were accustomed to driving on paved roads were appalled at the lack of good highways in this area.

It was 1921 before Stuart began paving its streets. As late as 1924, roads

throughout the area that is now Martin County were woefully inadequate.

Down around West Palm Beach, roads and highways were much better. But the communities in what is now Martin County were still not getting any real help in the form of county funds for road building.

Air Transportation

We have seen how dependent the early settlers were upon the rivers for their transportation. And even when the airplane came to this area, it, too, was water-bound.

The first airplanes seen in Stuart were a pair of U. S. Navy amphibians that landed in the St. Lucie River, during World War I. For almost a decade after that, the only place in the area which is now Martin County where an

airplane could land was on water.

The two Navy biplanes were assigned to patrol the southeast coast of Florida each day, looking for submarines. Starting at Miami, they would arrive at Stuart about noon and land in the river for refueling at the Gulf Oil Company docks near the railroad bridge. Mrs. Anita Parks Morrison, whose father, George W. Parks, was Gulf Oil Company agent, recounts an incident that occurred on one of these landings:

I remember that one day the St. Lucie River was clear as a mirror. There wasn't a ripple on it. I was standing there watching when these two planes came in. The first one hit the water, bounded about thirty feet into the air and came down with a large hole in its belly. As it sank, private boats pulled out from shore and pulled it in. The second plane made a safe landing because the water had been disturbed and was no longer mirror-like.

After the War, A. P. (Bert) Krueger, who had served as Chief Master Mechanic with the 138th Aero Squadron in France and Germany, returned to his home in Stuart. Aviation was in his blood. In 1920, he bought two HS-2 Curtis flying boats and converted them for passenger service. He became a Colonel in the Civil Air Patrol and this area's leading figure in aviation. For several years, he and another CAP member, James Reardon, flew their surplus World War I planes "off the river," from a hangar at the mouth of Krueger Creek. One of their planes was designed for use on land, but they substituted floats for the wheels.

In 1926, with the help of Jim and John Reardon and others, Krueger dug up the trees from an orange grove owned by the Krueger family in an area out East Ocean Boulevard near Broadway, and built the first Stuart airport. It was a north-south landing strip only 2,500 feet long and bor-

dered by tall trees.

Later, they cut a longer landing strip through an old pineapple field in the area now called "Snug Harbor." They had barely finished the job when this strip served an unexpected purpose, according to James Reardon, who tells this story:

We were sitting in Bert's house one evening when we heard the engine of a plane that seemed to be in trouble. It was circling the area as if looking for a place

to land. At that time air mail was flown in open cockpit planes from Miami to Jacksonville and on up to Atlanta. We guessed that it was the mail plane in trouble so we jumped into Bert's car and raced after the plane as it headed for the old pineapple field. When we got there, sure enough, the mail plane had found our landing strip and landed in the sand. We asked the pilot how in the world he happened to be there and he replied: "First, I've got a bad engine – sounds like a broken pushrod – so I had to land somewhere. Second, for the last few days I've been watching you fellows digging this strip." We helped him get the mail out of the plane, loaded it into a Model A Ford, and took it down to the railroad station in Stuart. There we stopped the midnight train and put the mail aboard for Jacksonville.

When World War II came along, the U. S. Navy needed an airport here to provide advanced training facilities for the Naval Air Station at Vero Beach. Martin County loaned the land to the Government, and the Navy built what is now Martin County Airport as a Naval Auxiliary Air Station. Enlisted and officer personnel were stationed here. Many Navy fighters and some light bombers flew countless training flights from "Witham Field," named in honor of Homer Witham of Stuart, who had been killed in action.

The Martin County Airport has never provided regular commercial passenger service. Its function has been to provide facilities for charter flights, private and company planes, and freight service for growers of

flowers and other products in this area.

About 1955, Riddle Airlines came in and was successful in developing a large flower shipping business. This grew until practically all commercially grown flowers shipped from the Stuart area went via Riddle Airlines. Then problems developed. Some transshipments were lost en route. One shipment of a planeload of flowers arrived at New York during a bad blizzard and couldn't be unloaded until the following day. By then, the cargo was frozen, bringing a heavy loss to the growers.

When trucking lines offered dependable delivery, with two-day service to New York, they took over the flower shipping business. Now flowers shipped from the Stuart area leave by truck. Some are trucked to their northern destinations; some go to Miami or West Palm Beach

where they are trans-shipped via the major airlines.

According to Harold Strauss, airport manager, Martin County Airport is the busiest in the state in terms of business per thousand population in the area served. It is used extensively by Grumman Aircraft Corporation, which carries on important operations here under U. S. Government contracts. Many private and company planes use the field, and St. Lucie Skyways, Incorporated, provides a large and growing charter service for individuals and small groups wishing to make connections with airlines at other airports, including Miami, West Palm Beach, Orlando, and Tampa.

Transportation – 1975

At the beginning of this story of Transportation in Martin County, we saw the early settlers traveling almost exclusively by boat. The avenues of transportation were waterways – chiefly the Indian, St. Lucie, and Loxahatchee Rivers.

During the past century, Florida's traffic arteries have hardened into concrete. Today, more than ninety percent of all traffic into or through Martin County is by motor vehicle.

Instead of rowing out to meet the trade boat, people drive the family car to the shopping center, which gets its supplies by truck. The "Gospel Navy" and the funeral boat are no more, and children are bused to school,

not carried by boat. The romantic paddle-wheelers are gone.

The waterways remain, of course. It is still possible to paddle a canoe or run a boat up or down the rivers to places where you can see Florida as it used to be, in all its wild and wonderful glory. But the waterways that were so vital a part of the lives of the early settlers are now used mainly for recreation.

The motor car has even replaced the passenger service of Henry Flagler's famous railroad, which opened up Florida's Gold Coast to millions of people. Many old-timers in cities such as Stuart can recall when the big thrill of the day, the thing to do for fun and excitement, was to go down

to the depot and watch the daily train come in.

All that is gone. Today you can still hear FEC trains hooting their Dieselengined way through the towns and past highway intersections. But the lonely, mournful sound of the steam locomotive whistling its stations is gone. And so is the fun of that daily trip to meet the train and see who gets off.

Now, nobody gets off. The trains go rolling right through town. In the few big cities where they do stop, they have nothing to offer but freight. In most of the towns along the line – Jensen Beach, Stuart, Port Salerno – even the depot is long gone. Henry Flagler wouldn't be happy about that.

But the people coming to Martin County in ever increasing numbers in 1975 are happy with their chief method of getting here – the automobile. They take for granted the great network of roads and highways that make travel so easy and safe compared to the hazards faced by their grandfathers who had to dig their way through the sandy, rutted roads of the early twenties. It was their need for better roads – and their determination to get them – that brought about the formation of Martin County, in 1925.

Despite all the problems and difficulties of early transportation, people found a way to get to Martin County. They are still doing it. They

always will.

By William H. Lane



Agriculture

BY EDWIN A. MENNINGER, D.Sc.



Martin County will be only as beautiful as you and I want it. Half of my life has been devoted to making more beautiful the world in which I live.

I am proud of having brought about the establishment of Jonathan Dickinson State Park with its 35 square miles, once an army camp, now a

recreation area for people to enjoy.

In Stuart I persuaded the City Commission to create Memorial Park between Sixth Street and Ocean Boulevard, a boom-time 40-acre subdivision abandoned by its owners. Later fifteen acres of it were given to the school. I grew from seed in my nursery 300 flowering trees and the Park Board, which I headed, planted these trees in the park as memorials to Stuart boys who had served in World War II. Every tree had a concrete marker and on the marker was a bronze plate with a boy's name. The bronze plates were pried off and stolen by vandals. The concrete markers were knocked over and eventually hauled away as trash. The artesian well which we dug in the park turned out to be salt and had to be destroyed. The City Commissioners later desecrated the park with the municipal sewage system. They forgot all about our war veterans.

When Martin County was created, the only flowering tropical trees in Florida were a few Royal Poinciana trees in Miami and a few Jacaranda trees in Avon Park and in a new settlement west of Tampa called St. Petersburg. I established several hundred contacts in warm countries around the world, searching for some of the 3,000 kinds of trees that put on showy displays of flowers. Then I began growing flowering tropical trees in great numbers. I wrote endlessly in the *Stuart News* about beautiful trees. I talked to several hundred garden and civic clubs, showing color slides of trees that Floridians could grow in their gardens and along the streets

and highways.

Flowering tree seed came to me from a hundred warm countries all over the world. I sold seed to anybody who wanted to try growing them,

and planted hundreds of kinds of seed in my own slat house. More seeds poured in, and I enlisted the help of the United States Plant Introduction Garden at Coconut Grove in propagation of the overflow. They raised many thousands of plants in that garden and distributed them widely. My nursery expanded all over my back yard and over the property beyond, till I had thousands of trees, beginning to produce their beautiful flowers in the Florida sunshine. I advertised widely and a thousand flower lovers came to get trees from me. I wrote some 70 articles in various horticultural magazines, most of them about tropical flowering trees, and more people came. I wrote seven books about beautiful trees and the books were sold by the thousands, and still more people came.

The record shows that I raised from seed and distributed to gardens, parks, and highways everywhere, more than 100,000 flowering tropical trees. Included were shipments to Hawaii and the French Riviera.

I planted a hundred different flowering tropical trees around my own home in Stuart. I planted the neighbors' yards, the nearby street parkways, the hospital grounds, and a dozen church and school yards. I supplied several hundred flowering trees to the women of the Garden Club of Stuart and these were planted along Ocean Boulevard where the Gold Trees and other beautiful Tabebuia trees now glorify that boulevard through the Spring. Many homes on Jupiter Island and in Palm Beach today are beautified by thousands of trees their owners got from me.

The Florida Institute of Technology campus at Jensen Beach today is being brightened by 400 flowering tropical trees they got from my nursery stock.

Last year I organized a Gold Tree Contest, distributing free seed to more than 600 school children who registered for them; then I established a \$300 savings account, the money (with interest) to be awarded by three women judges to the child whose tree is first to bloom.

In the past two years I have given away five thousand packets of flowering tree seeds with germinating instructions. I need a lot of help in

my self-appointed task of making Florida more beautiful.

Flowering trees are just a bright spot on the map of Martin County's accomplishments in the agri-horticultural field. Many of the other activities are big business indeed, involving many people, much land, many fields, and large investments, as the following summary will show.

Pineapples

By far the most important agricultural activity in Martin County when it was created were the pineapple fields of the Florida Growers, which was Carroll Dunscombe's company. They had 640 acres of pineapples, a crop which after planting of slips, requires two years to develop the first fruits. Then the plants continue to produce fruit profitably for ten years.

Morris Johns, Albert Krueger and one or two others had started growing pines somewhat earlier but the business really boomed under Dunscombe's direction. There were pine fields between what is now Martin Memorial

Hospital and eastward through St. Lucie Estates, Snug Harbor and on southward another mile. Other small growers included Emil Svilokos, J. R. Pomeroy, Joe Youngblood and Ike Craig; Captain Hugh L. Willoughby on Sewall's Point had a few acres. Several growers north of the St. Lucie River, including Andy Christiansen, Charley Guller and L. C. Harbrecht, as well as growers at Salerno, were wiped out by frost and did not replant. At the peak of the industry, Dunscombe was shipping half the pines grown in Florida.

Collapse of the pineapple business in the late twenties resulted from

several factors:

(1) Nematode infestation in the fields resulted in plant decay that was

known as "red wilt." Each replanting had to be on fresh ground.

(2) Stuart shipments to the Seattle-Vancouver area were highly successful, as Cuban pines rotted before they got that far. But Cuban pines ruined the New York market for both Cuban and Florida growers. Dunscombe explains:

"Pines in Cuba were grown on a heavy red soil on hilled-up beds and the furrows would fill with water and the fruit absorbed the water. This coupled with rough handling resulted in a lot of decay.

"I kept a federal inspector in my packing house during the shipping season, Bob Hines, and he would certify the fruit was in good condition and sizes properly marked. This was to support my claim against the railroad if delay in transit or if the market dropped and the car was rejected on a false claim of condition.

"In 1929, 4th of July came on Friday, purchasers stopped buying on Wednesday, July 2, and no market until the following Monday. I had 18 cars that arrived in perfect condition but sold that Monday for less than the freight. The railroad also dumped 800 cars of watermelons that day on the Newark Meadows and all such shippers were liable for unpaid freight. I went north that summer and contacted those to whom the cars had been consigned for sale and asked them how I was expected to continue if fruit would not sell for enough to pay the freight. Their explanation was that the Dole outfit in Hawaii was in bankruptcy and sold a 21/2 pound can for 121/2¢ a can and a gallon can for 35¢, while the retailer marked up fresh pineapples to cover loss by decay. My fertilizer bill alone amounted to \$80,000. I could not make it, but walked off and abandoned 640 acres."

Dunscombe explains that a few years before the collapse of the pineapple industry, he had other adventures:

"I ran a test for Del Monte on flatwoods of large soft Hawaiian pines used for canning. After they were a year old, a man named Doty, head of their experiment station, came to inspect them and he was astonished at their condition and stated they far exceeded anything in Hawaii. They asked me to get a price on 10,000 acres. The trouble was the boom was on. The price was \$600 an acre for raw land and the wages of common labor were \$25 a day. We had no land-clearing machines then; all work was done with a grub hoe. I had to tell them they would have to wait until the land values declined. When this same land could be bought for 50c an acre under the Murphy Act, I so advised them, but they replied they had acquired the added land they needed from Pearl Harbor Fruit Co."

Some small fruits have been grown in Martin County through the years. H. N. Gaines had several acres of strawberries in Tropical Farms, Tim Murphy had strawberries in Palm City Farms and there were a few

mango growers like O. D. Quinlivan four miles out of Stuart on the Gaines highway, C. A. St. Onge at Hobe Sound, and Leo Goessling on U. S. 1., one mile south of Stuart. Paul Hoenshel grew avocadoes at Port Mayaca, and there were sporadic plantings of papaya and other tropical fruits.

Vegetables

The production of vegetable crops in Martin County today is the major concern of five growers who have 2,500 acres under cultivation. It largely concerns the out-of-season vegetables that can bring a good price in northern markets through the winter months. It is a treacherous enterprise, risking frost, drought, flooding rains, not to mention insects and careless help. This has ever been a major business in Martin County.

Prior to 1925, the biggest operator was C. R. Greenlees in Tropical Farms who had been highly successful with several hundred acres of winter produce until 1924 when a 36-inch rain in September ruined a 600-acre field of potatoes and left them rotting in the ground. That same rain washed away the railroad tracks at Rio and also south of Salerno, and stranded two 13-car passenger trains in Stuart until the tracks could be rebuilt. One of the passengers who got off for a drink in the local drugstore was Cornelius

Vanderbilt. It was his first and last visit to Stuart.

Other vegetable growers of that time but on a much smaller scale were E. E. Spicer and Kirby Smith at Gomez, several growers west of Hobe Sound, in savanna areas near Jensen and in Palm City Farms. A few years after Greenlees, Louie Weiman developed several hundred acres of vegetables in the Tropical Farms area, but he was wiped out by 25 degree temperatures in 1928. Subsequently, a considerable acreage of vegetables developed west of Hobe Sound but the depression of the thirties was rough on farmers as well as on other people. Over a period of several years Bruce Leighton operated successfully several hundred acres of vegetables in Tropical Farms, but disaster threatens from many sides.

The Cut Flower Industry

Martin County today has twenty-eight growers using 650 acres to produce chrysanthemums, snapdragons, Easter lilies, carnations, ferns and statice for the florist trade, shipping their wares to all parts of the country

to reap a \$7,565,935 harvest annually.

Two things made the growth of this enormous business possible: the invention of plastic so that a thin, impervious sheet can be spread over a large area and pegged down around the edges; and the perfection of the fumigating processes by which the nematodes and other destructive soil organisms can be exterminated. Two different methods were employed: (1) live steam pumped into the soil (this is the best and most costly method) and (2) fumigating the soil under the plastic sheet with chemicals, primarily methyl bromide.

Cliff Luce, a veteran grower, explains the fumigating procedure:

"Both methods of disease control (gas and steam) are employed not only for nematodes but also to combat fungus and to kill old roots which are toxic to new plants. Growers can't just wait for them to rot away.

to new plants. Growers can't just wait for them to rot away.

"Methyl bromide, least expensive procedure, is applied by running over the bed a tractor which pulls a specially designed rake. The rake has prongs about 18 inches long which inject the gas into the soil. The rake is followed by a roll of plastic which is pulled over the treated ground and discs throw soil on it to

hold it down and seal it in place.

"A similar procedure is followed with steam. The prongs inject the steam while moving 5 inches per minutes, and a tarpaulin cover following along behind the rake keeps a given spot covered for 45 minutes with the temperature beneath it standing at 220 degrees. That does the job. Experiments have shown that the soil must be heated a minimum of 180 degrees for at least thirty minutes. The procedure is known as pasteurization rather than sterilization.

"Steam is preferred because the ground can be used again immediately. The growers can steam one day and plant that ground the next. With gas, the grower must wait a week or more for the gas to dissipate because it is toxic to plants."

In addition to the cut flower business, Martin County now has twenty-five acres devoted to the cultivation of foliage plants, with twelve growers devoting full time to this activity. This is a big change from the Martin County of fifty years ago. The cut flower business here originated with George J. Backus on the south fork where he specialized in gladiolus (a crop now raised only sparingly in this area). His successor, Fred Liberty specialized in asters under lights. The E. E. Spicer family grew many foliage plants, especially Sanseveria, as well as thousands of pot plants to be sold in ten cent stores (as long as they existed). Another was that of the Rev. Harry H. Jones who had a fernery in Eldorado Heights for many years.

Paul Hoenshel and Stanley Smith headed up the development of other flower plantings, originally gladiolus and later chrysanthemums, when scientists discovered they could control the blooming time of these flowers to the minute, by regulating the relative amounts of light and darkness. Today, electric lights lengthen the day, and black cloth extends the night.

Paul Jeffers, in the South Fork area, made experimental growings of asters and mums. Otto Hupfel was the pioneer with lilies, and his project was carried on by his son, Dick Hupfel, when he returned from war duty.

Roses and gladiolus are not raised commercially in Martin County any longer, roses because of cultural difficulties, and gladiolus because the

acreage required makes their production unsound economically.

An important adjunct of the commercial flower industry is the marketing of the flowers. The only operator in this field is the Armellini Express Line which operates thirty-five huge refrigerated trucks making daily deliveries of cut flowers to florists from New York to Chicago and St. Louis, where the flowers arrive in perfect condition a day after they have been cut.

Today South American growers, with low labor costs, are flying cut flowers into the United States in great quantities threatening to wipe out

the industry in Martin County.

Citrus

Martin County today has 41,358 acres of citrus under cultivation – grapefruit, oranges, lemons, and tangerines. Thirty-five growers operate

these enormous tree plantings which require fertilizing, cultivating, spraying, water control, and other details, aside from picking, packing, and disposing of the fruit.

The bulk of today's extensive plantings is along both sides of the St. Lucie Canal which extends twenty miles from Port Mayaca, on Lake Okeechobee, to the locks ten miles west of Salerno. The success of the Hodgson groves at Indiantown, established in the early sixties by Minute Maid, a subsidiary of the Coca-Cola Company, brought in a score of other growers whose projects now line the canal. The Minute Maid groves consist of 2,000 acres of lemons, and 2,000 acres of other citrus. Their success stemmed from extensive land grading to make possible the utilization of water from the St. Lucie Canal, pumping it on the land to water the trees and provide drainage to let it go back to the canal. This idea has been copied by all the growers along the canal.

The total annual fertilizer consumption nowadays for these huge citrus groves, plus all the other agri-horticultural activities in Martin County, amounts to approximately 1,300 tons of dry fertilizer and 120 tons

of liquid fertilizer.

All this is a far cry from fifty years ago when Martin County was born. At that time, there was only one sizeable citrus planting, the Niagara Grove of 160 acres in Palm City Farms, superintended by Frank Baker for a group of investors in Niagara County, N.Y. This grove was destroyed by two hurricanes in 1926 and most of it was abandoned. Edward Mapp had a seven-acre grove on the South Fork of the St. Lucie, A. R. Krueger, Carroll Dunscombe, and George McPherson had five- to 10-acre groves in Stuart, B. W. Mulford had some acreage west of Salerno, Jim Cromer had a planting on the south county line near Jupiter, and there were scattered plantings on Sewall's Point, in Palm City, and north and west of Jensen. Even the little town of Fruita, south of Salerno, had a few trees.

The Phipps interests under the direction of Paul Hoenshel, had several forty-acre plantings of citrus trees at Port Mayaca, and the Seaboard Railroad projected some citrus plantings at Indiantown under

the direction of Howard Eells, but these did not develop.

Grass and Sugar Cane

Not to be outdone by some of his more glamourous competitors in both the food and beauty contests, one grower in Martin County today has 3,000 acres of sugar cane, catering to the sweet tooth, and 2,000 acres of turf grass which landscapers require in endless quantities to cover the yards of every new home, and these are being built by the thousands. It takes grass to make a lawn.

Commercial Nurseries

The business of growing things is sharply divided between plants that produce food and plants that can be used ornamentally. Both are important to mankind, and Florida's fertile soils, plus adequate rainfall and abundant

sunshine, make gardening the State's biggest business. Food is essential to man's existence, but the creation of beauty for the eyes to feast on is equally important.

Fifty years ago the area now known as Martin County was 90 per cent covered with long leaf pine trees with ten sawmills hastening them to market and frequent forest fires doing untold damage. In those days, "fat pine" logs for the fireplace were available at four dollars a cord.

It is obvious that great progress has been made. Today Martin County is a leader in the production of both food and beauty, ranking high among

the sixty-seven counties of the State.

Ornamental planting of homes, in parks and along highways originated in the backyards of green thumb enthusiasts, but it is carried on primarily in commercial nurseries. Today there are eighteen commercial growers in Martin County with annual gross sales of \$253,439. Fifty years ago the only nursery was near the so-called Hospital Pond at the intersection of Ocean Boulevard and Palm Beach Road. It was established by Carroll Dunscombe as part of the St. Lucie Estates development and he put Karl H. Bentel in charge. Many of the ornamental trees and shrubs in that part of Stuart, including the *Eucalyptus* and *Callitris* trees on Riverside Drive near the A. O. Kanner home, were grown from seed; like many other Australian trees, these do well in poor soil with no attention.

The coconut palms that thrive all over Stuart came originally from

Palm Beach. Dunscombe recalls:

"Gardeners were trimming the coconut trees around the Royal Poinciana Hotel and the Breakers. I told the foreman of the gang if he was going to destroy the nuts I would pay him for all the nuts with milk in them, to which he agreed. As I recall, I bought two small truck loads. The hotel company wanted to know what right I had to take those nuts. I explained that they were going to be destroyed so I paid for them, and so it was satisfied. The trouble here is in the past few years the nuts are all dry. However, about half have milk now. It used to be when frozen coconut replaced the dry meat, trucks would come from Miami to Stuart to gather the local nuts but they want nuts with milk."

John Wilson, in 1913, settled west of Jupiter and just south of the future Martin County line. He started with ferns, but his great ambition was to grow Kentia palms and he imported bushels of seed from New Zealand. These palms are readily marketable when six feet high, but that takes years and lots of hard work. Wilson bought thousands of clay pots in Augusta, Georgia, paid a freight bill of seven hundred dollars to get the pots to Jupiter, devoted several years of his life getting the palms ready to sell, and when he had 60,000, four hurricanes struck, in 1926 and 1928, demolishing sheds...leaving 1,000 palms and 59,000 empty pots.

Discouraged, but still game, he started a commercial nursery business with different plants in his clay pots. In those depression days, there was no demand for landscaping plants, and the Wilsons, father and sons, changed over to the selling of cut flowers. One son, Robert, still operates

the Wilson Palms Garden and Florist Shop in Hobe Sound.

Roy Rood, also on the south County line, started his nursery and landscape business in 1946 in the Gomez Grant. His father brought the family to that area to live in 1914. At one time, a good many ferneries got started nearby, but they all drifted out of business about 1950. The Pennock Plantation in Jupiter had some nursery interests, and their plant superintendent, Amos E. Bassett, later started his own nursery. There were never any commercial growers on Jupiter Island, although a number of caretakers and superintendents of large estates started their own plant collections. One of these was Arthur E. Sims, now a resident of Stuart.

The few Royal Palms that grow around Stuart came from the George J. Backus plantation where they had been raised from seed long before Martin County was born. They thrive only where they can get their roots in water. Thirty years later Cecil Baker established a commercial palm nursery at his place up the North Fork and grew many thousands of palms of a dozen different kinds for other growers.

Howard McCormick, who ran the Rio Nursery twenty-five years, writes:

"I started raising plants in the summer of 1946 but made no sales until the last part of 1947. At that time there were no landscapers here. My total sales for November, 1949, were \$482.85. Some of my customers were Howard Partlow, Mildred Berkey, Kitty Swinglehurst, Arlie Lippincott and Elsa Whiticar who was my very first customer.

"Quite a number of people, including the Flowering Tree Man were raising a few plants in their backyards. Some of them were Mrs. Ike Craig, Reverend Richards, Cecil Baker and Mrs. Skelton in Rio."

The creation of beauty on the landscape devolves in large measure on individual homeowners, with each one struggling to make his place attractive to the eye. Beauty means much to each individual human and he strives to make his grounds a pretty place to live as well as attractive for those who live nearby and for passersby.

But in fast-growing areas, such as Martin County has become the past ten years, much responsibility for creating beauty lies largely on the commercial nurserymen who seem to be expected to be able to provide trees, shrubs, plants for flowerbeds and foundation material, even lawn grass, in great quantities, ready to decorate each new house as it is built, whether these come singly or by the score.



Just What Was Stuart Like 25 Years Ago?

BY EDWIN A MENNINGER*

 ${f T}$ urn back 25 years in Stuart, and let me remind you:

At the railroad station, then as now in the center of things, D. E. Wynne was the agent and Edwin K. Long was his assistant. R. Boyne McPherson in those days was agent at Salerno. Loris B. Eurit was freight agent, with his office on the waterfront in a freight station long since destroyed by fire.

Stanley Kitching had just built his new store building, one side occupied by his store under direction of Ben Eckess, the other side a drugstore run by "Doc" Black who shortly moved to Hollywood and sold his drugstore to "Doc" Bailey, with his long legs and pretty wife. It was in Bailey's store in September 1924 that I first met Cornelius Vanderbilt and his wife. Their stop-over in Stuart was unexpected. We had just had four days of torrential rain. At one time it rained 36 ins. in 36 hours. Stuart was flooded. The railroad tracks washed away at Rio. They washed away also just south of Salerno, and two FEC passenger trains carrying about 500 people were marooned in Stuart till the tracks could be rebuilt. The Vanderbilts just happened to be on one of the trains. I published a special "Flood Extra" of my newspaper and sold 400 copies. In that flood the main highway to West Palm Beach was cut when a bridge over the Earman River went out, and for several weeks autos were routed over the railroad bridge at that point.

The heavy rains made an enormous lake in the heart of Stuart (it was before 4th St. was graded and paved) and a huge lake stretched from the court house to the school. A small ditch to drain off the worst was dug from the lake's edge (where W. V. King's house now stands) to the St. Lucie River; in an hour this became a raging torrent. Water ran so fast it dug a ditch 75 feet wide to the river, undermined houses nearby, threat-

^{*} Reprinted from the 1950 Anniversary edition of the Stuart News with permission.

ened extensive damage before Curd Schroeder and his crew got things under control again. The ground was so waterlogged that drainage problems were difficult. Water stood across 4th St. in deep, big ponds for more than a month in front of where John Dumich now lives and at the tennis court. The old hospital building was surrounded by water for weeks and physicians came and went in boats.

John Taylor had been running Uncle Walter Kitching's grocery, and he had plenty of friendly rivalry for Frank Minschke, who had another store down the street. Both tried particularly to get the patronage of Mrs. George W. Perkins whose beautiful home later belonged to the Shepards, then burned. Frank got an order for a dozen boxes of strawberries from Mrs. Perkins and he took them over, explaining that he was letting her have them special at \$1 a box. Next day Mrs. Perkins was in John Taylor's store and saw nice strawberries for 40 cents a box. She told John to send a dozen boxes to her house, and then she went over to Minschke's to take Frank to task for robbing her. But Frank was equal to the occasion.

"Now Mrs. Perkins, you must admit the berries I sent you were the very finest. To keep you satisfied I will send some more over to your house

today and there will be no charge."

Somewhat mollified, Mrs. Perkins went off. Frank skipped out the back door with a dozen boxes of berries and rushed over to the Perkins home. John Taylor's berries had arrived first.

"Stick those things in the oven for three minutes," Frank yelled to the

cook, pointing to John's berries and slipping the cook a dollar.

Into the oven the berries went. When they came out three minutes later they looked very sad.

"Set them here," said Frank, "and I'll put my berries beside them.

Let Mrs. Perkins decide whose berries are best."

Frank still laughs about John's discomfiture when he found out what had happened. "I sold Mrs. Perkins berries all that winter for \$1 a quart and she never complained," Frank says.

Where Beckman's Firestone store is now stood a new interlocking tile house built by Mr. and Mrs. Bert Babcock for their home. Who had any idea Stuart's business section was going to be there? The Babcocks were selling Hudson autos, had just completed a one-story "flatiron" building as salesroom. Later a second story was added; now this is Rowell's Furniture Store.

Mrs. Lizzie M. Beyer was running a restaurant in a building next to the Woodmen Hall; later it was an office supply store run by Mr. and Mrs. Charley Glass, then a church. Now it is a residence.

There were two auto camps, one built and operated by the Woodrum brothers where the present Stuart Auto Camp is. Another was being operated by John Rosbury near where Ordway Motors now stands. On the front near the street a newcomer named Bill Chisholm had a tirerecapping and mending outfit, and his wife sold hamburgers to passersby.

There was considerable gunplay and a lot of lawlessness, as Stuart was 40 miles from the sheriff's office in West Palm Beach. In one flareup with the old Ashley gang, every able-bodied citizen got out to try to catch John Ashley, while a sheriff's posse surrounded his home near Fruita. In an exchange of bullets one deputy was wounded, John got away. None of the hundreds of persons surrounding the Ashley home had any idea what John looked like, but they loved the smell of the hunt. Jesse Quinn shot Frank Coventry twice; the first time Frank recovered, the second time he didn't. "Highpockets," the village policeman, was convicted of killing Charley Heisley with a shotgun, but mystery shrouded the affair and "Highpockets" got off with a short term. There were several mysterious deaths, some of them doubtless connected with the rampant liquor running between the Bahamas and Stuart's ideal harbor.

Curd Schroeder was running a grocery on the corner just vacated by Anthony's Grocery. Oscar Johnson lived upstairs. Ed Menninger thought Stuart looked like a good town, so he rented the corner across the street, brought to Stuart its first Linotype and began the publication of a weekly newspaper called the South Florida Developer. It had been the weekly edition of the Palm Beach Post. The newspaper staff consisted of one printer, a janitor and the editor, but the townspeople were so delighted to welcome another paper that they thronged to an "open house," and the Stuart Concert Band, led by Hershel D. Worth and Boyne McPherson, assembled that evening and gave a concert on the street in front of the newspaper office. It was a grand and much appreciated tribute to the energies of a young man who had gone into business for himself with no capital except courage. There was another weekly paper in town, the Stuart Messenger, published by E. R. Clyma and Sons, but the old man had gone off on the wrong foot and embittered many of the local politicos. The opportunity was ripe for another paper.

At least everybody thought so except E. A. Fuge, retired druggist who had unwillingly become the town banker. He told me frankly that he was sorry I came to Stuart, that he had stock in the Messenger, there wasn't room for two papers in the town and the sooner I failed and got out the better for everybody. I thanked him and departed from his office.

Subsequently Fuge became one of my best friends.

There were only four or five telephones in Stuart. Nobody wanted one because if you had one, there was nobody you could call up. It was easier to walk over town and see the man you were looking for.

Where Jack Coleman's Texaco station now is stood a ramshackle house

that was the office of Cornelius Van Anglen. Nominally office manager for the Arundel Corporation, he was secretary of the Stuart Chamber of Commerce, and if anything happened in Stuart, Van Anglen was at the heart of the movement. He was a little hunchbacked man, not much to look at, but he had Stuart much at heart and his effort went far to get the town going in the approaching boom days. When things got hot, Van Anglen quit Arundel and went into the real estate business.

When in May 1926 I announced in my newspaper that the Florida boom had burst and the binder boys might just as well pack their sales contracts and go fishing, Van Anglen got so angry at me he couldn't speak. He was a City Commissioner, and a good one. Harry A. Dyer was Mayor. John Taylor was on the commission too. Edwin Brobston was city attorney. When I rolled quietly into a City Commission meeting one afternoon, and perched myself on a stool to listen to proceedings, Van Anglen stopped everything with a shout: "Mr. Mayor, there is a man in this room who is a traitor to Stuart. I move he be thrown out of this meeting."

John Taylor smiled and looked out the window. Harry Dyer wiped his chin two or three times, then asked Brobston if it would be perfectly legal for a spectator to be thrown out of the meeting.

"I think you have no such power, Mr. Mayor. Such procedure might bring on unexpected difficulties."

"Then I don't see how we can entertain your motion, Mr. Van Anglen," said the Mayor.

"I won't stay in the same room with him," shouted Van, and marched out the door. Six months later he got over his huff and he and I resumed a long friendship.

Bert Bitten came from Philadelphia, thought Stuart looked like a good investment, and got John Taylor to go along with him in construction of the El Bit-Lor Apartments, subsequently the Atlantic Court. Fred Walton was the contractor.

H. Edwin Rogers brought in a promoter named C. J. Earley. Another fast talker who came in to make Stuart an investor's paradise was Stanley Sparks. A third was W. I. Shuman, brought here by Carroll Dunscombe. Between them they formed enough construction companies, mortgage companies, building and loan and other devices for doing things in a big way, to mulct several million dollars into their projects. Some were meritorious and gave the community the Krueger Bldg., the Post Office Arcade, the Pelican Hotel and some other needed improvements. But for the most part the promoters left no footprints on the sands of time.

With the creation of Martin County, abstract companies were needed. H. K. Gustin came in with the most capital, organized the Peninsular. Earl V. Wilson came from Lake Worth and started the Martin County. Others like Bryan Cornwell and Johnny Morris were identified with one or both of these earlier, later had a part in the Stuart Abstract Company. It took fifteen years for Jim Kennedy to consolidate.

The Post Office was on the corner where the Stuart Drug Corporation front door is now. J. R. Pomeroy was the Postmaster.

Riley Christensen was the town's practical joker. One afternoon in Jack Harrison's restaurant, Riley was sitting on a stool. A funnel was stuck in his pants at the waist, and Riley was leaning backwards over the counter, his head thrown far back, and he was making enough commotion to attract the attention he sought. A stranger watching the antics finally asked: "Mister, what on earth are you trying to do?"

That was the bite Riley wanted. He straightened up, looked the

stranger over carefully, and explained:

"I was putting a quarter up here on my forehead, then leaning slowly forward and trying to aim so it would drop into this funnel. I've tried and tried but haven't succeeded yet."

"Doesn't look hard," observed the stranger. "Here, let me try it." He seized the funnel, put it in his own pants, took Riley's quarter and went into the backwards pose.

This was all Riley wanted. He reached across the counter for a glass of water, dumped it into the funnel and went out the door like a rabbit.

Flagler Ave. was only 15 feet wide; two cars could scarcely pass. At the lower end George Parks and Riley Christensen operated their hardware business, but customers were usually waited on by a tall white-haired bachelor, Harry Allen, who lived over the *Developer* office. Riley was the outside man, always called to repair windmills, install tanks, do similar heavy jobs while George Parks was busy with his Gulf oil business at a dock behind the store. Allen played the piano and liked to sing; he organized a quartet consisting of Pierce Blocker, butcher, second bass; J. H. Dunham, manager of the East Coast Lumber yard, first bass; Harry Allen, second tenor; Ed Menninger, first tenor. We put on fancy costumes and black face and sang several numbers at a home talent show in Fred Hancock's old Lyric Theatre. For the movies that were shown several times weekly, Mrs. Hancock (Fred's mother) furnished the piano accompaniment. Next door W. A. "Daddy" Ball ran the village newsstand.

Down the street Earl J. Ricou had gone into business for himself running a sort of notions counter that he called the Racket Store.

Where Mrs. Horace Atwood now lives a Spaniard ran a fruit stand. Seems to me his name was Diego.

William H. Roat had quit the oyster-bed promotion at Apalachicola by invitation of some of the authorities, and he set himself up in business in Stuart as a surveyor. He adopted the motto "By Right of Conquest,"

and made it stick, because for many years he was the only surveyor hereabouts. George Brockway came here for a year, and Richard F. Ensey did some civil engineering, including an atrocious job on Flagler Ave. widening, but they faded out of the picture and William H. Roat remained. For nearly 20 years he lived alone with 10,000 tracings and blueprints where John E. Taylor's office now is. One day fire gave the place a thorough cleaning, and it has been difficult to obtain maps of many Martin County properties since that day. Roat's invariable question as you walked in the front door and found him eased into a big rocker, a corncob pipe in his mouth, was, "And then what?"

W. A. Buckelew and Billy Rufly thought Stuart needed another lumber yard so started one where the Standard Oil wholesale depot now stands. Earl J. Woods and Arthur Henry started a lumber yard at Hobe Sound, as did Luke Horsfall. Bill Frear of Fort Pierce started a lumber yard in Stuart that for a time was run by his son-in-law, Roy Alford, but before long L. Dorsey had taken over and in time he sold the Casa Lumber Company to Henry Cabre.

Mrs. Josephine Sams was running the St. Lucie Hotel and set a new high for dinners at \$2 a plate. Her husband, Jack, hustled baggage.

Jack Godbee took the agency for Willys-Knight cars. Red Walker was selling Chevrolets while his brother ran a bakery in competition with Lawson "Dotty" Zeigler. Nathan Hickey ran a peanut stand and when amateur theatricals came along, he starred as Harry Lauder, in costume 'n' everything. Hugh Cockrell sold Pan-Am gasoline. Charlie Dirr and Everett Gomez ran a tire shop where King Signs is now. Dr. J. A. Newnham and M. G. Littman bought the Stuart Drug store from D. E. Wynne. The town's only lawyer, Judge Rightmire, got too old. Edwin Brobston established himself here, soon had so much business he enlisted the aid of a young University of Florida law graduate, Evans Crary. P. R. McCrary, refrigeration engineer who had found himself a good thing in real estate in Stuart, persuaded his son-in-law, Dr. H. H. Hipson, to come to Stuart to engage in practice. The town needed him. Charley Peacock built the Oughterson Bldg., then decided Stuart was really the place to invest, so put \$200,000 in the Peacock Arcade. His son, Joe, moved here with his family, opened a music store.

Dr. G. S. Ames was the town's only jeweler and watchmaker. Soon "Smith the Jeweler" opened in the Peacock Arcade and did the bulk of the business for 10 years before moving to Delray. Mrs. Florida Rembert was the town clerk. Floyd Hosie's plumbing shop was a two-story frame building where the St. Lucie Bar now stands. George J. Backus had a real estate office where the Stuart Taxi stand is today, but his chief activity was as a florist and grower of fancy flowers; he shipped great quantities

for years that he and Mrs. Backus grew on their Backus Plantation on the South Fork. The Backus insurance business was carried on by a young fellow in the office, R. A. Tunley.

G. S. Moore, Martin County's first tax collector, came here first as a farmer, lived with his wife and daughter in Tropical Farms. They moved to town when crops petered out, and Moore went into the grocery business with Roy Ricou. Later this firm became Moore and Hartman, when Ralph bought the Ricou interest and Roy became tax assessor, succeeding H. L. Snyder, a retired preacher who farmed in the Tropical Farms area and built a fine home there where the Van de Waters now live. Snyder set up Martin County's original tax books with the help of R. A. Tunley.

A. R. Wallace left a bank job in Atlanta to help organize the Seminole Bank. Wallace had become acquainted in Stuart because his wife's father, the Rev. Neil McQuarrie, had been carrying on a highly successful summer Bible conference in Stuart over a period of years. The Stuart Bible conference was an event on the lower east coast and attracted big crowds. The meetings were held in a tent overlooking Poppleton Creek.

Eddie Boynton was running the garage where Ralph Ulmer is now. Bob Mack had an eating place on part of where Dewey Hayes garage is now. Henry Kindred was running a grocery for the East Coast Grocery Company. John Butterfield was delivering Sinclair gasoline. Charley Hellier was the Standard Oil man. Fred Murphy came here from Valdosta, built an ice plant which later he sold to Southeastern, of which Ed Andrews was head. Most of the street paving around town was being done by Rudolph Tomasello, the Lawrence Construction Company, of which A. Tracy Martyn was office manager, or the Rollins Construction Company. John Hoffman had the only shoe repair shop in town. Both Charley and George McPherson had big orange and grapefruit groves along Frazier Creek where many homes and the Stuart Auto Camp now are.

Carroll Dunscombe had nearly 600 acres in pineapples, did an enormous business every June until excessive rainfall one year burst all his fruit in the fields; the disaster would have ruined him except for a land boom that made his lands worth thousands instead of nickels. A canning plant across the river did big business until the cans started exploding about the time they reached market; then the company exploded too.

P. Paul deMoya was local manager for the Southern Utilities Company. That meant he read the electric meters around town, also the water meters, and sent his reports to West Palm Beach office. When there was any ice, it was deMoya who sold it. But the arrangements then were different. If West Palm Beach had a little surplus ice, a freight car was loaded and sent to Stuart. Parked one-half mile north of the bridge, the

grapevine would soon tell everybody in Stuart that ice was available, so each one of us grabbed a sack or bucket and headed for the freight car where deMoya presided with an ice pick and scales. Whatever you wanted was duly chiseled off the cakes in the car and you went home with your ice. Maybe there would be another ice car tomorrow. In all probability there wouldn't. But you could hope.

The electrical business was less troublesome, mostly because the juice was generated right here in Stuart by a diesel outfit operated by Frank Ulmer. It did not run all the time, so there was plenty of time for Frank to make any needed repairs. In fact electricity was furnished in Stuart only at night, except that as a special concession to housewives who had purchased one of those new-fangled electric irons, the current was available also on Tuesday afternoons. Imagine my trying to set up a newspaper plant in Stuart with no electricity available! I first bought a diesel outfit from H. C. Daniels in West Palm Beach, a road contractor, and installed it in a shed at the rear of the J. B. McDonalds' residence. The thing would run all right, but one minute I would be getting 75 volts and the next thing I knew the diesel would take a spurt, the voltage would jump and the printing presses would try to run away with themselves. I couldn't get a governor, so I sold the outfit to George Browning, the Ford dealer, and bought a new Kohler electric plant from George and "Bert" Krueger who were running the Central Garage. That solved my difficulties until the Florida Power and Light Company was organized and daytime juice came to Stuart.

And so you see Stuart was just a small town 25 years ago into which a boom bubble was getting organized. It had its quota of hopes and fears, laughs and tears, with lots of things going on. The *Stuart News* was launched as a daily that year (1925), carried on bravely till the depression years of 1931-2 and then went back to a weekly. A separate story in this issue tells the story of the rise and fall of Stuart's newspapers.



Prominent People

These are some of the local residents who have made serious and constructive contributions to the development of Martin County.

Newman Cheek

Newman Cheek came to Stuart in December 1920, on his honeymoon, and returned to stay for about fifteen winters at the Dixie Pelican Hotel.

His late brother, Robert S. Cheek, bought the Bay Tree Lodge from Hartwig Baruch about 1932, and lovingly developed the property, adding ten acres to the original purchase. Other property in the Cheek purchase included all of what is now High Point, which he later sold to the Bessemer interests. Bay Tree Lodge went from Mr. Cheek to The Kiplinger Washington Editors, in whose name it remains.

Many avid fishermen from the midwest and north discovered the superlative Florida fishing, so it was not strange that the heirs of the well known Maxwell House Coffee Company should choose Stuart for their winter residences.

Coming from Nashville, Tennessee, where they lived in beautiful, stately old houses, the Cheeks felt right at home here. Newman Cheek and his wife, Sarah, built a small, elegant house next door to the Pelican Hotel. This proximity enabled them to receive service from the Pelican's dining room, at any time.

Sarah was an invalid for many years and her sister, Mrs. Mary Coles, came to stay with her when Newman Cheek could not be here. Mr. Cheek, who still lives in his home, built in 1935, owned a thirty-eight foot Matthews boat, the *Prowlabout*, which saw Coast Guard Auxiliary service during World War II.

Sarah and Mary, and whichever nurse was with Sarah at the time, loved the beach and came often.

One of my most treasured memories of Sarah and Mary, who are now gone, was a special pet they had. It was a very large and beautiful white rabbit named Harvey. This comical animal was completely housebroken and as much a part of the family as a cat or a dog.

There were other Cheeks in this area, and it is a solid and honored name here, as well as in Tennessee.

Evans Crary

Lawrence Evans Crary, born in Tampa in 1905, came to Martin County the month he received his law degree from the University of Florida: June 1927. Associated with Edwin Brobston, who was already practicing in Stuart, Evans Crary remained in private law practice here until his death in April, 1968.

There was variety enough ahead for the young lawyer, who married Miss Talley McKewn in February, 1928, and became a City Judge two years later. He was County Attorney for thirty-two years, was a member of the Florida House of Representatives from 1937 through 1945, the last year serving as Speaker of the House; and he was a member of the

Florida State Senate from 1945 through 1953.

A charter member of the Stuart Rotary Club, Crary was also President of the Martin County Bar Association, and of the Stuart Chamber of Commerce. He was Chairman of the Resources Development Board at the time of his death. Serving on the Board of Stewards and a trustee of Stuart's First Methodist Church, he was a member of the Stuart-Jensen Lodge 1870 BPOE, of the Acacia Lodge, Masonic, and the Lake Worth Scottish Rite bodies, Mahi Temple of the Shrine.

Senator and Mrs. Crary's two sons – Evans, Jr. and William F. – followed their father's choice of profession and for a time the firm was known as Crary, Crary and Crary. They and their mother all reside in

Martin County.

Harmon Parker Elliott

Harmon Parker Elliott was born in Watertown, Massachusetts, February 18, 1887, in the family residence on Maple Street, in the front yard of the Elliott Bicycle Factory, which backed onto the Charles River.

In 1902, when he was fifteen, Harmon was allowed to drive his father's Stanley Steam car — built next door to his father's factory by the Stanley brothers, and now on view in the Elliott Museum of the Martin County Historical Society. Harmon soon invented a new thrill: the two factories were on the bank of the Charles River, which flows through Watertown to Boston and the Atlantic Ocean. He drove the car to the edge of the lake where there was skating and steered for the center of the frozen surface... opened the throttle and pushed the steering tiller quickly so that the car spun around about eight times before it stopped. As the car would hold about nine boys, this was a very popular sport — until Harmon's father put a stop to it — not to save the automobile, but to protect the boys.

Harmon's sister, Elsie, was very beautiful and the two went to many church dances together. Their mother insisted that they always dance the last dance together and return home together. Harmon, early demonstrating his talent for business, always wrote his name opposite six dances on Elsie's card. Knowing that he would have to dance the last one with her, he sold off the other five for a dollar apiece. "Thus the church dance parties always netted me five dollars," the budding businessman said. "The

best tribute I can pay her is to say that from Watertown Primary School through Newton High School, I was accepted everywhere I went as Elsie Elliott's brother."

Behind the American boy – or any boy – is the father, and beside the father is the mother.

Sterling Elliott was born in 1852 on a farm in Ortonville, Michigan. His father was very stern, and ran a flour mill. When Sterling was twelve, his father discharged the hired hand and turned the farm work over to Sterling. His mother was "very understanding." When he was seventeen, his mother helped him plan to leave home. He packed a bag and started but since he had always wanted to watch the men play pool at the country hotel, he stopped there on his way out of town. Soon the sheriff saw him, and told him that he had orders from Sterling's father to find him and send him home. "I thought it only fair to tell you that I am going to start looking for you in exactly twenty minutes —"

And Sterling started walking – ninety-two miles to Grand Rapids.

After a successful, but brief, career selling candy on trains between Grand Rapids and Detroit, Sterling moved on to Chicago. It was 1870. There he started on his inventions. He was granted several U.S. Patents, the first on a spring equalizer, in 1874.

In 1882, he purchased property in Watertown, Massachusetts, on the Charles River, where he had his own factory – small, and mortgaged, but

his own

In the year 1887, Sterling Elliott made not only his regular line of bicycles, but a four-wheeled bicycle, a quadricycle, with which he experi-

enced "all the problems automobile manufacturers later faced."

This quadricycle had a non-turning front axle, differential rear axle, self-equalizing brakes, two-wheel steering mechanism, and the ability to keep all four wheels in contact with the road, regardless of the road's surface. The machine was conceived in 1886, perfected in 1887, the patent applied for on July 16, 1888, and granted – No. 442,663 – December 16, 1890. From 1885 to 1896, Sterling Elliott made many products in his factory, but mainly bicycles and trotting sulkies. As a sideline, he published a magazine: *The Bicycling World*.

Harmon Elliott, the small boy, was there when Charles E. Duryea made the first road test of his first automobile on July 8, 1892, and when Elwood Haynes made the first successful trip in his automobile on July 4, 1894. Steam engines, gas engines, electric motors all had been invented by others before 1892, but every problem of the four-wheeled automobile *chassis* was solved by the Elliott quadricycle... and all cars used – and paid

for – the patented invention.

Harmon Elliott remembered the ride Charles Metz, of the Orient Bicycle and Orient Buckboard, gave his father and him in the first Metz motor quadricycle in 1899. There were many other automotive "firsts" for the young son of the inventor.

Sterling Elliott sold the Elliott Bicycle Factory to the Stanley brothers,

who made the Stanley Steam car; but the Elliotts continued to live in the house where Harmon was born, in front of the factory. F. O. Stanley spent at least an hour each evening in the Elliott living room, talking out mechanical problems with Sterling. Usually, Master Harmon was allowed to listen. The F. O. Stanleys had no children, but were very fond of Harmon, and when he was nine years old, Mr. Stanley put a card in his pocket which read "Pass the bearer anywhere he wants to go in the Stanley Automobile Factory."

Mr. Stanley's race horse was named "Harmon," in honor of the boy, and had the honor of pulling Sterling Elliott's first low-wheeled trotting sulky on its first trip around a race track. Later, Bud Doble drove "Nancy Hanks" against her own world's record with this sulky and cut her record

by more than seven seconds.

When there was need for a lawyer to defend the patent rights on this

sulky, Sterling Elliott chose Robert Ingersoll.

In 1898, Sterling Elliott invented a machine to address the magazines he published, and two years later formed the Elliott Addressing Machine Company. Harmon, who had been working for the company for fifteen dollars a week, took over the position of Treasurer and Business Manager.

"I have never claimed to be a great business man, and perhaps I was not much of a Treasurer," Mr. Elliott admitted, "but my deficiencies were offset by my father's mechanical genius."

This was when Sterling Elliott made an arrangement with his son that

was to last from 1909 until his death in 1922.

"Every partner I have had has cheated me," he told his son, "but I raised you and I know you are honest; so from now on, we will take equal salaries and equal dividends, and you will be Business Manager." Later, Mr. Elliott expressed his doubts to his wife that Harmon's mechanical talent would equal his already demonstrated business ability. Years before, when Harmon was holding a light for his father while he worked on one of his inventions, Sterling asked, "Can you see what I am doing?" Harmon replied, "No -" "Then what gives you the idea that the light is shining where I can see?"

But Harmon had his first patent by the time he was twenty-four. Number 1,000,501 was issued in his name August 15, 1911. Before his father died, he had four more patents, and by 1945 had a total of one hundred-seven – all but two being for improvements in addressing machine equipment.

From 1897 until 1911, when Harmon built a home of his own, he and his father played one hundred points of pool every evening after supper, on the pool table in the Elliott attic. Every evening they spent together after that, until his father's death, they played. Sterling sometimes explained to guests who joined them,

"Harmon plays a little too well to be a gentleman, but since we don't play for money, and he doesn't boast, it won't spoil our good time."

This was many years after Sterling, at seventeen, had lingered to watch a pool game the night he ran away from home.

The equal shares plan at the factory carried over to daily lunch-time practice at Boston's famous Parker House, where Sterling Elliott's table in the dining room was the scene of father-and-son "buck-passing."

The Elliotts had a silver dollar made into a locket, with a picture of Mrs. Elliott inside. Whichever had the coin in his pocket that day paid for the lunch, passing the "buck" to the other, who would pay the next time.

In 1931 Harmon Elliott decided that he had as much money as he needed to see himself through life, so he stopped taking dividends and cut his salary to one-third, to "make the business strong for the employees." Trust funds were set up for the employees of the Elliott factory in 1937, and again in 1941. On December 7, 1944, after the company had won the Army-Navy "E" for production of parts for Browning Automatic rifles, Harmon Elliott addressed employees of over ten years service:

"You and I have one big thing in common, and that is this business. I have given you one-third of all its preferred stock and one-half of all its common stock, under the terms of my Trust Funds... If the Elliott employees harm this business they will saw off the limb they are sitting on, and the

dividends to my Trust Fund beneficiaries would certainly cease.

"But I call your attention to another asset that means much to all of us, an asset that is so delicate that it can die without an overt act." Harmon Elliott spoke of it as an atmosphere in which a Goose would want to continue to lay Golden Eggs and a man would joyfully continue to do his best work.

"Let's not lose it in this factory."

That factory, at that time, had branch offices in thirty-nine cities in twenty-six states, in the District of Columbia, and two Canadian provinces – the "atmosphere" stretched from Portland, Maine, to Portland, Oregon, and from New Orleans to Montreal.

In 1961, Sterling Elliott's son built a museum in Martin County – where he had wintered since 1936 – to house all of the Elliott patents, the original quadricycle, the Elliott-owned Stanley Steam car, and a good many other reminders of the great changes that have taken place in wheeled vehicles. It was presented to the Martin County Historical Society on November 17, 1961.

Sunday, November 19, 1967, in his eightieth year, Harmon Parker Elliott visited with old friends and met new ones at a reception given for him by the Historical Society's Board of Trustees. Mr. Elliott died October 17, 1969.

Ralph Evinrude

Ralph Evinrude – son of Ole Evinrude, who developed the Evinrude motor back in 1907, merging with Elto Motors in 1927 and forming the Outboard Motors Corporation – lives with his wife, actress-singer Frances Langford, on their estate which includes Mount Pleasant on Sewall's Point.

Ralph grew up with the Evinrude Motors and upon the death of his father, in 1934, he became president of the corporation. In 1936, he

merged Outboard with Johnson Motors, forming the Outboard Marine and

Manufacturing Company and continued as its president.

In 1956 the name was changed to Outboard Marine Corporation, and Ralph became Vice-Chairman of the Board of Directors. Early in 1960, he was made Chairman of the Board, a position he still holds. His one-hundred-eighteen-foot yacht, *Chanticleer*, homeports at the Outrigger Marina, part of the well-known Frances Langford Outrigger Resort on the Indian River.

Mr. Evinrude is a member of the Honorary Board of Trustees of the Martin County Historical Society and is quietly active in the background, having donated to the Society's collection of early automobiles the 1913 touring Packard on which he learned to drive, and a 1955 Cadillac with a steel top, the first to have dual headlights, which was a birthday gift from his wife.

Both Evinrudes, when in residence, meaning when not traveling on the *Chanticleer* either for business or for pleasure, are active in civic affairs and concerned over the proper development and growth of the county. Both give generously of time and money to area endeavors. In 1972, an honorary Doctorate of Engineering Degree was conferred upon Ralph Evinrude by The Florida Institute of Technology in recognition of his contribution to science and to the college.

Mr. and Mrs. Wilbur Forrest

Mr. and Mrs. Wilbur Forrest have played important roles in civic affairs in Martin County.

Wilbur Forrest's career in journalism began with his first position in 1908 as a cub reporter on the *Peoria Journal* in Peoria, Illinois, and ended in 1950, when he was retired as Associate Editor and Executive Director of the *New York Herald-Tribune*. During those forty-two years, Wilbur Forrest became one of America's outstanding international newsmen, and the president of the Society of Editors.

In 1922, he broke the story of Benito Mussolini and his invasion with the "Black Shirts," and was the first foreign news correspondent to have a personal interview with Mussolini. In Paris, in 1927, he had the first interview with Charles A. Lindbergh, who, in *The Spirit of St. Louis*, had made the first solo flight across the Atlantic Ocean. He was to have "firsts" from China, and a notable career in other foreign countries.

At home, Wilbur Forrest broke the famous New York Seabury investigation story involving the late New York mayor, James J. Walker. Since retirement in 1950, Mr. Forrest has served as Chairman of the Fellowship Committee of the Ogden Reid Foundation, which annually makes \$5,000 grants to deserving news men and women for study abroad. He is vitally concerned with foreign, local, state, and national affairs.

Mrs. Virginia Williamson Forrest is best known as a civic and conservation leader in this community, throughout the state, and in Pennsylvania; also, for her work in "saving the Bald Eagle," which grew out of

her deep sense of patriotism as well as the fact that the eagle was an endangered species.

For the past twenty-five years, Mrs. Forrest has been working for the advancement of programs for education, clean air, water, recreation, and a place for the things of the earth to grow and live. She received the Governor's Award on two occasions – the first in 1960, when she was the first woman so honored, the other in 1970, from Governor Claude Kirk.

Made a Life Member of the Florida Federation of Garden Clubs in 1973, for outstanding work in conservation, Mrs. Forrest was Vice-President of the State Board of the Florida Audubon Society, and is now an Honorary Member. She assisted in spearheading the drive to save Memorial Park in Stuart in the early 1950s. A member of the Martin County Historical Society, to which she has donated her outstanding shell collection, she has also given much thought and energy to the very successful "Save Our Beaches" program in Martin County, and donated one of the beach strips.

The Forrests spend most of their time in Bucks County, Pennsylvania, and at the Long Island Club and the Hartwood Club in New York. They live in Martin County for four or five months in the winter. Their concern for the well-being of the inhabitants and the ecology is much appreciated by all who know of their dedication and generous spirit.

Dr. Harry Hazedale Hipson

After graduating from the University of Pennsylvania with a D.D.S. degree in 1923, Dr. Harry Hazedale Hipson practiced in Jacksonville, Florida, for three months before John E. Taylor telegraphed that Stuart was going to have electricity every day and needed a dentist. He came to Stuart on December 1, 1923, with his wife (they had eloped to be married in New York City December 22, 1920), their three-months old daughter, Flora Cassandra, and Mrs. Hipson's parents, Mr. and Mrs. P. R. McCrary, who had been living in Jacksonville, but owned property in Stuart and Palm City.

Dr. Hipson's first office was over the old Post Office, at the corner of Flagler and St. Lucie Avenue, where the Stuart drug store was later. In 1939, he built the first professional building in Martin County, where his son, Dr. Harry Hazedale Hipson II, now has his offices.

Both Dr. and Mrs. Hipson were civic minded. Mrs. Hipson was president of St. Mary's Episcopal Church Guild and a member of the Altar Guild, was president of the P.-T.A., the Woman's Club of Stuart (1942-1943), and the Garden Club (also 1942-1943). She worked for years as a "Pink Lady" in the Martin Memorial Hospital Auxiliary, and was a member of that board. An organizer and first Vice-Regent of the Halpatioke Chapter of the Daughters of the American Revolution, Mrs. Hipson was president of the J. E. Stuart Chapter of the United Daughters of the Confederacy, a trustee of the Martin County School, and served in many other organizations.

Dr. Hipson, a Mason and a vestryman of St. Mary's Episcopal Church, was also a trustee of Martin County School, and president of the School Board Association. He was Commander of the American Legion Post, and a charter member of the Rotary Club in 1929.

When Dr. Hipson was asked to run for City Commissioner he said that he would, but that no money was to be spent on the campaign, that he would ask no one to vote for him, nor would he make any speeches. He ran for the City Commission for four consecutive terms of three years each and was elected each time. He served from December 1933 to 1945 (the commissioners served without pay until 1944), and held the office of Mayor for nine of the twelve years. He died September 5, 1959. Mrs. Hipson lives in Stuart.

For more than twenty years, H. H. Hipson was the only dentist in Martin County. His patients and friends from Hobe Sound gave a complete dental unit to the Martin County Hospital for his use, largely for charity patients. Dr. Hipson was a member of the medical staff at the hospital.

The Hipsons' daughter, now Mrs. R. Kranskey, lives in Huntington, Long Island. Her daughter, Debra Cassandra, was murdered "for her passport" while on vacation in Jamaica in 1972. Their son, born in Stuart in 1925 and, like his father, a graduate of the University of Pennsylvania College of Dentistry, is married to the former Sue Fletcher. Their children, Harry Hazedale Hipson, III, and Heide Hope, attend local schools.

Dennis S. Hudson

Dennis Sherwood Hudson was born in Chiefland, Levy County, Florida, September 29, 1893, the son of John Perry and Laura Isabella (Beck) Hudson, of North Carolina.

After attending public schools in Levy County, he went to work for the Bank of Williston, in Williston, Florida, and in 1917, at twenty-four, volunteered for a tour of duty with the U.S. Army during World War I. He rose to the rank of Sergeant, serving two years in France. Attached to General John J. Pershing's headquarters, Sergeant Hudson took part in the battles at Chateau-Thierry and the Meuse-Argonne; but most of his work was of a clerical nature in the Quartermaster Corps.

Returning to Florida in 1919, he joined the Bank of Boynton, in Boynton, working there for eleven years as cashier before moving to Okeechobee in 1930, where he helped organize the Citizens Bank, of which he became vice-president. In 1932-1933, Hudson was instrumental in moving the bank to Stuart, which was without banking facilities at that time. Opening February 13, 1933, as the Citizens Bank of Stuart (where the Stuart Locksmith is today), Sheriff E. C. Simmons of Okeechobee was president, Peter Tomasello, Jr., chairman of the board, and D. S. Hudson, cashier, in charge of the actual management of the new bank. The Citizens Bank became the First National Bank of Stuart in 1958, and added a trust department.

Hudson was interested in many civic affairs. He organized the Boy

Scouts of Stuart, becoming vice-president and a director of the Gulf Stream Council of Boy Scouts. He was a 32nd degree Mason, a member of the Scottish Rite, and was affiliated with Morocco Temple of the Ancient Arabic Order of Nobles of the Mystic Shrine in Jacksonville. He was a past president of Stuart Rotary, and a director of Martin Memorial Hospital, a senior warden of St. Mary's Episcopal Church, a past president of the Stuart Chamber of Commerce, and a member of the Martin County Historical Society.

In 1926, Mr. Hudson married the former Beatrice Katherine Marie, of St. Louis, Missouri. He died in 1969. Their sons are Dennis S. Hudson, Jr., now chairman of the board of the First National Bank and Trust Company of Stuart, born February 18, 1928, and Dale Monroe, born October 3, 1934, who is a senior vice-president of the bank.

A. O. Kanner

A. O. Kanner, a native of Florida and of the Judicial Circuit and District he was later to serve for so many years (including Martin and his native Seminole Counties), was born November 2, 1893, in Sanford, the eldest of the five children of Charles and Pauline Abram Kanner. After graduation from high school there, he attended the University of North Carolina for two years, then Stetson College of Law, in Deland, where he received his degree in 1915, and was admitted to the Florida Bar. He began his practice in the offices of Alexander and Martin in Jacksonville, thus starting his lifelong friendship with John W. Martin, for whom this county is named.

In 1917, he enlisted in the Army but was honorably discharged because of poor health. Upon his recovery two years later, he returned to his prior post, and in 1921 established his own practice in partnership with Edward Joseph Smith. Both he and Smith were active in Martin's successful race as Mayor of Jacksonville and, later, as Governor of Florida.

After Martin became Governor and Martin County was created, he appointed Kanner as State Attorney of the then 21st Judicial Circuit, and named Smith as the new county's first County Judge. Both moved to Stuart in 1925, set up their partnership law practice, and lived here for the rest of their lives. E. J. Smith died in 1939, Kanner in 1967. Their widows still live in Stuart, in the St. Lucie Estates homes they had shared with their husbands.

Kanner's public service career included all three branches of state government, commencing with State Attorney. Locally, he also served as attorney for the Martin County School Board, and was attorney for the City of Stuart, 1930-1940. In 1926, he was elected to the Florida House of Representatives, remaining until 1935, when he was elected to the Florida Senate in an area then covering five counties. He concluded his Legislative service when, in 1941, Governor Spessard L. Holland appointed him as Circuit Judge of what was then the Ninth Judicial Circuit, as one of the three Judges then serving the seven-county area that included Martin County.

After seventeen years as a Circuit Judge, he was named by Governor LeRoy Collins as the first Chief Judge of the newly-created Second District Court of Appeal, when the district court appellate system was inaugurated. He was elected for an additional six-year term but, at age seventy, he elected his retirement option because of waning health. Even after his retirement, he continued to serve on assignments to sit with the district courts and the Supreme Court of Florida, up to and including the year of his death, 1967.

As a civic leader in Stuart and Martin County, Kanner's roots go deeply into the post-pioneer but early days of the area and the development of Martin County. For twenty years, ending with 1957, he was chairman of the Board of Trustees of what is now Martin Memorial Hospital. He was an organizer and charter member of the local American Legion post, one of the earlier presidents of Stuart Rotary Club and a director, the first Exalted Ruler of Stuart-Jensen BPOE, a 32nd degree Mason, Scottish Rite, a Shriner, and one of the early Worshipful Masters of the Stuart Lodge. He worked with the Boy Scout organization in a regional capacity, and also rendered service in rationing and other programs during World War II, when his volunteered services in the Adjutant General's division of the armed forces had proved fruitless.

After the Great Depression had struck and banks over the country had failed, the county was without a financial institution. Kanner and his law partner, E. J. Smith, were among those who helped organize the Citizens Bank of Stuart, now the First National Bank and Trust Company. For a time, until he became a Judge, Kanner was a director, and was one of the three men who journeyed to Okeechobee to enlist the services of D. S. Hudson, Sr., the man destined to be the backbone of what was the

county's only bank for many ensuing years.

As a legislator, Kanner successfully introduced legislation that was significant and vital to the growth and prosperity of the county, including improvement of the road system and transferral of roads of the county into the state system for state financing, maintenance, and repair. Also, State Road 76, now the A. O. Kanner Highway from the Federal Highway to Lake Okeechobee, was the subject of his sustained depression-years endeavor for a viable, passable road to open up this coastal area and its traffic arteries for reciprocal benefits involving transport to and from the rich farming Glades area of the county and state. His efforts to that end spanned his legislative service and the depression years.

His efforts resulted in construction of Roosevelt bridge, long the only one spanning the St. Lucie River in Stuart. He was also responsible for the Comptroller's cancellation of back taxes on the forty acres originally comprising Memorial Park, that became a gift to the City under the provision that the land was to be used for park purposes. It was through him that the now-historic "Log Cabin" that once stood in Memorial Park was

constructed as a Community center, a Federal project.

In the broader legislative spectrum, Kanner was author of the Kanner

Act, among many others, enabling counties and districts of Florida, including Martin County, to use gasoline tax money to buy bonds at the best obtainable price, a widely heralded and welcomed boom to depression ridden Florida. Although few Constitutional amendments bear their authors' names, the Legislature enacted the Kanner Amendment to the Florida Constitution, drafted by Kanner, abrogating personal property tax on motor vehicles. He also authored the Gasoline Storage Act that prevented the previously rampant tax evasion through bulk interstate transport. He was chairman of the Legislative Commission that prepared Florida's first school code, and of the Senate Education Committee which produced the state's first Teacher's Retirement Act. Other legislative successes had to do with his work on committees that improved the criminal code, probate, and chancery laws of Florida.

Judge Kanner was a member of the Florida and American Bar Associations, a charter member of the Stetson chapter, Phi Alpha Delta legal fraternity, a past president of the Martin County Bar, and a director of the original Florida Bar. As first Chief Judge of the Second District Court of Appeal, he was selected by the original nine members of all the district courts as their first Chairman, a post he held until his retirement. He was an instructor in Circuit Judges' Seminars at the University of Florida and Stetson College of Law. In addition to his LLB, now called Doctor Juris degree, his Alma Mater awarded him an honorary doctorate in 1964 at its College of Law graduation exercises, where he was the Com-

mencement speaker.

As an appellate judge, Judge Kanner authored many outstanding opinions that are in the law books of the state in testimony of his judicial insight and lucidity in construing the law through cases, recognized by the Bench and Bar for their soundness of reasoning. A compilation made by one of his colleagues when Judge Kanner retired disclosed that an unusually large comparative percentage of Judge Kanner's opinions for the various appellate courts on which he sat, had been selected for publication by American Law Review, annotated for use and reference by the legal profession throughout the country.

Upon his retirement, Judge Kanner was honored by several programs and resolutions, including two large testimonial banquets in south Florida where he was honored by the Bench and Bar. Posthumously, he was memorialized by the unanimous concurrent Act of the Florida Legislature and the Congress of the U.S., recognizing his services through resolutions that are inscribed in perpetuity in Florida's Senate Journal of April 17, 1967, 100-1, and the U.S. Congressional Record of May 9, 1967, H 5282. And the A. O. Kanner Highway was named for him posthumously, by concurrent unanimous Legislative enactment by the two Houses supported by local resolutions in memoriam.

Judge Kanner's wife, Mary (nee Mary Alice Linch) has lived in Stuart since their marriage in 1949. Though she has held offices in the Woman's Club, Garden Club, and U.D.C., she is known in the main for her leader-

ship in construction and establishment of the Martin County Library, under aegis of the Woman's Club of Stuart and then of the Martin County Library Association, which she established. As the association's first president, she spearheaded the funds drive and saw it through to a successful finish and spoke at the meeting of the County Commission on behalf of an adequate appropriation when the association gave its newly-constructed library to the County.

The association still holds in trust one-half of the block of property given for library purposes by the late Willard M. Kiplinger, and is its owner, pending its later use for expansion purposes. Mrs. Kanner holds a Master's Degree from Florida State University and, prior to her marriage, taught

school in the Palm Beach County System at Lake Worth.

Willard M. Kiplinger 1891 - 1967

Willard M. Kiplinger, founder of *The Kiplinger Washington Letter* and *Changing Times* magazine, was a professional journalist for more than fifty years – all but four of these reporting Washington. He covered the capital as an Associated Press reporter, a business correspondent, and an editor; but the distinguishing mark of his career was his penchant for writing Washington news so that the people back home would know how it affects them.

Born in Bellefontaine, Ohio, in 1891, Mr. Kiplinger said of himself that he never really wanted to be anything other than a "damned good reporter." This ambition first manifested itself at North High School in Columbus, where he e,dited the school paper, *Polaris*. When he was a junior at The Ohio State University, in 1910, he enrolled in the journalism school just started under Professor Heck Harrington, later head of the famous Medill School of Journalism at Northwestern University.

Sigma Delta Chi was founded while Kiplinger was at Ohio State and he helped form the Ohio State Chapter. He gravitated to the *Lantern*, the University's weekly paper. As advertising manager in his junior year he sold so much space that when he became editor in his senior year he found the paper "rolling in money." Two years later, the *Lantern* became a daily.

In 1912, Mr. Kiplinger was one of the first two journalism graduates of Ohio State. The other, Jake Meckstroth, became editor of the *Ohio*

State Journal.

"The idea of a college-trained journalist," he recalls, "was preposterous and presumptuous. Yet the State University wheels ground for four years and popped out two boys who were supposed to be college-trained journalists. It cost us both at least six months to establish the confidence of our fellow reporters who were 'born newspapermen' – not synthetic like us. Then our colleagues found that we weren't notably better than they were, and didn't claim to be, and thereafter we worked and lived in peace and amity."

Following graduation, he joined the Ohio State Journal as a cub

reporter and drew the job of writing the Grandfather's Column containing news of earlier days, such as the invasion by the telegraph lines from the east and the use of brick for paving roads. The Columbus Flood, made famous by Thurber's account of the populace fleeing to the hills, was real enough to Mr. Kiplinger. Most of the bodies of the hundred-odd victims were in the firehouse at the west end of the town. With horse and buggy he drove through water wheel-high, made up his list of the known dead, and drove back at night, guiding his horse by the overhead trolley wires.

On the *Journal* he rose to cover City Hall. There, he admits, he violated all the rules of unbiased reporting in his eagerness to run the loan sharks out of Ohio. He undoubtedly wrote some effective copy, as his roommate at the time was the prosecuting attorney. At twenty-five, he was

covering the Ohio State Legislature for Associated Press.

The next step was Washington correspondent for AP. The kind of moments every reporter likes to remember included walking in the rain with Woodrow Wilson on the night he was nominated...flattering his way into the District Jail to get an exclusive interview with the lady suffragist locked up for parading without a permit...being quizzed by the cabinet members on the source of news leaks...scooping the town with the complete list of the newly appointed state directors of the War Savings drive – a big story for the AP wire in those wartime days.

He left the AP to become correspondent for the National Bank of Commerce in New York. The careful research and precise reporting that would be useful to a bank gave an insight into the kind of news and judgment that could be obtained in Washington, provided sources were not quoted. He branched out and began giving his precise, hard-boiled information to more subscribers and then, one evening in September, 1923, decided to send all his clients a letter. This wasn't to replace his query service, it was a supplemental summary of what was happening

in Washington.

This was the first Kiplinger Washington Letter and has remained in continuous weekly publication. The author had reverted to the earliest form of American newspaper publishing, the newsletter. It was the Boston News-Letter, published from 1704 to 1776, according to Frank Luther Mott in his book, American Journalism, that was the first continuously published American newspaper. Like that early newsletter, the Kiplinger Letter contains no advertising and is distributed by first class mail. Although the Kiplinger Letter soon became the most important of the Kiplinger services, and "got a price tag of \$10 a year, it frequently skirted close to the financial rocks." He sometimes met his weekly payroll by selling by-line features to the New York Times Magazine or Nation's Business.

Over the years, however, Mr. Kiplinger experimented with his newly discovered vehicle and perfected it. He made it speak as directly to the reader as he could speak in person. The underscored "flag words," the

sharp, colorful style, and above all the brevity, the four-page limit, became characteristic. A passion for plain writing and applied interpretation formed the basis of his whole approach, and formulated a style which has been widely used in other publications – the direct, personal page, using typewriter type, underscore, emphatic words, short sentences, and punchy, almost telegraphic brevity of thought.

Apart from style, however, Mr. Kiplinger was one of the first to recognize, journalistically, that readers needed more economic coverage of Washington in words they could understand. He was a pioneer in reporting the economic impact of governmental policies and activities.

Mr. Kiplinger always asked himself and his staff the question, "so what?" – "what does it mean to the reader in his business and personal life?" This has become so commonplace in today's careful coverage of government, it is difficult to realize that in the early twenties, when the Letter was started, Washington coverage was principally political. A few trade journals and special publications mined the departments and bureaus which dealt with taxes, tariffs, and other such mundane subjects; but the trade paper press usually wrote in the esoteric jargon which applied to its own fields. What Mr. Kiplinger added to this was the journalistic approach of the general reporter, using the everyday language that he had always used in covering non-economic stories.

And from the start he stuck strictly to the rule of never quoting a source, for he found out early in his reporting career that men in public life would often give you a straight story in private, then reverse their field in their *pro forma* public statement. In the early days of the *Washington Letter*, the no-quote technique was viewed with suspicion by many other reporters, for press association rules at that time forbade anything not attributed to a specific source. Since then, due partly to the influence of columnists and newsletters, the background story, or the unattributed interview, has become commonplace.

Willard M. Kiplinger, like many others, came to Stuart by happenstance. A man who liked to work, Mr. Kiplinger had not taken a real vacation for many years until in 1952, his wife, the former LaVerne Colwell, insisted that he spend some time away from Washington. Mr. Kiplinger had nothing particular in mind, but he had wanted to see a place that his old friend H. O. Bishop ("Big Bish") had told him about.

Bishop, a famous Washington newspaperman who represented Texas papers and held court in the National Press Club, had done some public relations for the Stuart Chamber of Commerce, and had issued his old friend, Kip, many invitations to come to Stuart and see what a beautiful spot it was. Thus in 1952, the Kiplingers arrived at the Sunrise Inn.

Although "Bish" was no longer there, the friendly Kiplingers soon got acquainted with a number of Stuart people, among them Charles Arbogast, who offered to drive them around. One of the places they saw was Bay Tree Lodge, then owned by Robert S. Cheek, former owner of the old Maxwell House Coffee Company in Nashville, Tennessee.

Although Mr. Cheek loved Bay Tree Lodge, he told Mr. Kiplinger that Mrs. Cheek wanted to settle down at their ranch in Jackson Hole, Wyoming, and he was thus forced to sell. But he didn't want to sell to "just anyone." It would have to be someone who appreciated the beauty of the landscaping, which had been planned by the landscape gardener who had been engaged by Henry M. Flagler to do the planting at the Royal Poinciana Hotel in Palm Beach.

Within a few days, the Kiplingers bought Bay Tree Lodge for the Kiplinger Washington Editors, Inc., the widely known editing and publishing organization which Mr. Kiplinger had founded in 1923. Mr. Kiplinger then formed a club which permitted the employees of the company to use the lodge and cottages as a vacation retreat. Subsequently, he built two more cottages on the St. Lucie River.

After his first visit, Mr. Kissinger was "hooked" on the Stuart-Jensen Beach area in which he had taken that vacation. He became a frequent visitor to Martin County and liked it so much that he bought a good many chunks of it for investment. Bay Tree Lodge became such a drawing card for members of the Kiplinger organization that a number of them bought homes in the Stuart area after their retirement.

In 1964, Mr. Kiplinger wrote:

Fourteen years is not exactly an era, but it's enough to make a family feel converted from newcomer to old-timer.

What was this affection for a community? I think it's the people...friendly people who give you their friendship spontaneously, and to whom you give it in return quite naturally...in this locality there is the real thing — friendly people and friendly spirit.

As I see it, there are two waves of development, one coming down from the north, one coming up from the south, Stuart and Martin County in between, in the middle, about to feel the effects of the two waves. This is why I think the area faces a good future – this is why I have put my own money and my friends' money into Martin County.

Kiplinger family and Kiplinger Foundation gifts of Martin County land have included these:

1956 and 1958 -	Martin County Library Association –
	Lots 1 to 12, Block 11, Hildabrad Park
1957 -	Woman's Club of Stuart, Inc.
	Lots 13 to 16, Block 11, Hildabrad Park
1960 –	Jensen Beach Community Church
	6.50 acres, Jensen Beach
1963 –	Martin Memorial Hospital
	8 acres, Tuxedo Manor, Stuart
1968 –	Jensen Beach Women's Association
	4.027 acres, Highlands, Jensen Beach
and –	Martin County, Florida
	1.186 acres, Highlands, Jensen Beach

Austin H. Kiplinger

President, Kiplinger Washington Editors, Inc.

Editor, The Kiplinger Letters - Publishers, Changing Times Magazine

Austin H. Kiplinger is a lifelong reporter, writer, and editor. He is married to the former Mary Louise Cobb, is the father of two sons, and lives on a farm in Montgomery County, Maryland, about twenty-five miles from his office in Washington.

In his personal life, Mr. Kiplinger allocates time to civic and welfare activities. He has been chairman of his local Anti-poverty Agency, chairman of the Health and Welfare Council in his home community and vice-chairman of the Council for the National Capital Area. He was a member of the non-partisan charter movement which brought Council-Manager government to his home County.

Mr. Kiplinger was elected to the Board of Education in Northfield, Illinois, and is now a Trustee of Cornell University, the Greater Washington Educational Television Association, the Washington Journalism Center, and the Federal City Council.

In World War II, he served as a carrier-based naval aviator in the Pacific theater, and was awarded the air medal.

Mr. Kiplinger became a working journalist after graduating, Phi Beta Kappa, from Cornell University, and studying economics at the Harvard Graduate School. In 1939, he joined the staff of the *Kiplinger Washington Letter*, later became a reporter for the *San Francisco Chronicle*, and a business columnist for the *Chicago Journal of Commerce*. For six years, he was a commentator on the ABC and NBC networks, specializing in political and economic subjects. His broadcasts covered the national election campaigns of 1952 and 1956.

With his father, Willard M. Kiplinger, he helped to found *Changing Times* magazine, of which he became managing editor and is now publisher. Also, with his father, he co-authored the bestselling forecast book, *Boom and Inflation Ahead*.

Throughout more than thirty years of reporting business and national affairs, Mr. Kiplinger has pursued a policy of non-partisan objectivity in assessing the outlook for business and politics. "Wishful thinking or a biased view," he says, "may be satisfying to personal feelings, but it is not very useful in planning for practical action." He sees his job as helping people make sound personal and business decisions.

As editor of the *Kiplinger Washington Letter*, he writes each week to business and professional readers in all parts of the United States and to American businesses overseas.

Frances Langford

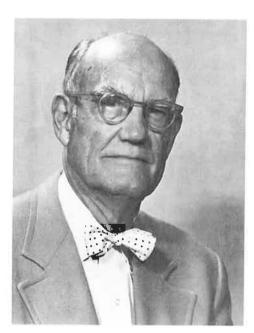
As a little girl growing up in Lakeland, Florida, Frances Langford remarked one day as she traveled over the bumpy old Federal Highway and saw on the Indian River the high Mount Pleasant which sloped down to the St. Lucie River, "Mama, someday I'm going to own all of this —" and



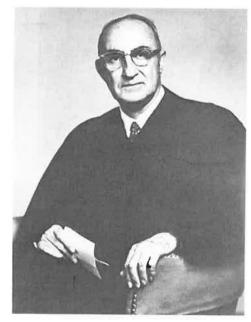
Stanley Kitching.



Ben F. Eckess.



T. T. Oughterson.



Judge A. O. Kanner.



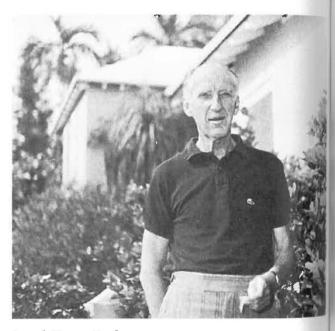
Willard M. Kiplinger.



Austin H. Kiplinger.



James H. Reardon.



Joseph Verner Reed.



Ralph and Frances Langford Evinrude.



Vaughn Monroe.



Evans Crary.



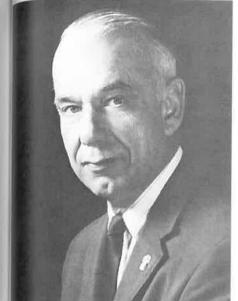
Patricia Murphy (Mrs. J. E. Kiernan) with William E. Owens.



Sterling Elliott.



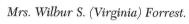
Harmon P. Elliott.



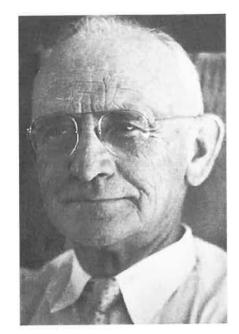
H. Philbrick.



Wilbur S. Forrest.



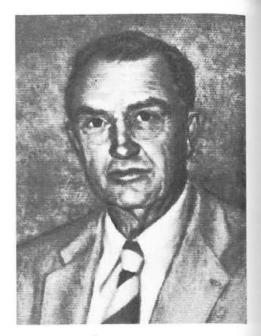




Michael G. Littman.



John L. McQuigg.



Dennis S. Hudson.



Judge Edward Swann.



Edwin A. Menninger, D.Sc.



Marvin H. Rowell.



William Henry Shepard.



Mrs. W. H. (Lucy Anne Doane) Shepard.



John W. Stokes.



Mrs. John W. (Lolene) Stokes.



Mrs. Janet Hutchinson.

how right she was. Frances, born in Citrus County, Florida, near Inverness, never lost sight of her dream to live high on the hill between the two rivers in Jensen Beach.

Now Mrs. Ralph Evinrude, she credits her mother, Anne Langford, with helping, by never-ending support and encouragement, to bring about her national and international success as a singer and motion picture actress. Anne Langford, who had once dreamed of becoming a concert pianist, early recognized the gift of her talented daughter, who was determined to make something of herself. Through much personal sacrifice a piano was purchased and Mrs. Langford taught her daughter to sing.

While still in high school, Frances won an American Legion talent contest and was brought to the attention of a small radio station in Tampa. Her singing career was launched when the late Eli Witt sponsored her for the "Hava Tampa" program. And so she joined Judy Garland and Deanna Durbin, who were already stars. At least Frances did not have to suffer the agonies of being very, very young and famous at such an early age, but perhaps her suffering was worse – at least for a few months. At sixteen a tonsillectomy changed the lovely lyric soprano voice to the low sultry quality which to this day causes audiences to listen quietly, remembering the war years, and to applaud like mad.

As soon as she was able to adjust to the new voice register under Mrs. Langford's tireless efforts, Frances and her mother were on their way to Miami to audition for Rudy Vallee, a man both Yale and the University of Maine claim as their own. Vallee signed the young singer on his talent show without a moment's hesitation, and Frances was on her way to New York City. There she met the famous party-giver, the late Elsa Maxwell. Miss Maxwell invited Frances to sing at a party for yet another well-known Yale alumnus, Cole Porter. There she met Walter Wanger, who offered her an opportunity to appear in motion pictures. Before going to Hollywood, Frances appeared in the Broadway musical, "There Goes the Bride." She signed with MGM and her first film was "Broadway Melody."

From then on, during more than thirty films, big time radio shows, and entertaining the troops overseas, Frances Langford was a star, selling more than fifteen million records. Her awards are as numerous as her talents are great. Not only is she a creative artist but is a successful business woman, personally supervising the Langford-Evinrude interests in Jensen Beach – the Outrigger Resort, Marina, Restaurant, and Boutique.

Frances Langford and her husband live on the top of Mount Pleasant in Jensen Beach on a two hundred-acre estate whose beauty of gardens, ponds, peacocks, palms – and an orange grove – is known to many friends. But Frances Langford considers herself just one of the people living in Martin County and loving it. Down-to-earth, she does her own supermarket shopping, is as friendly, as loyal, and as interested in her community and its problems, and as concerned over national and world affairs, as your next-door neighbor.

Michael G. Littman

In 1921, Michael G. Littman, pharmacist, in business partnership with Dr. John A. Newnham, formed the Stuart Drug Company. Son of Felix Littman, of Breslau, Germany, and Elisabeth Barr, of Springside, Ayrshire, Scotland, Michael was born in Quincy, Florida, in 1893. He was graduated from Staunton Military Academy, then from the Max Morris School of Pharmacy in Atlanta, Georgia.

Before World War I, he met and married Annie Elizabeth Morrison, daughter of James Morrison, of Charleston, South Carolina, and the former Annie Elizabeth McFarland, of Rossville, Georgia. During the war,

he served in the Navy as an enlisted man and an officer.

A cherished dream of passing the Florida Bar was realized in 1939, and Michael Littman practiced law until he died, in April, 1973. He served as city attorney and school board attorney, helped start the Martin Memorial Hospital, and the Martin County Public Library. Active for many years in Masonic work, he served as Master of Acacia Lodge, was a charter member of the Stuart Rotary Club and of the Martin County Bar Association. He was also a member of the Coast Guard Auxiliary.

Witness to four severe local hurricanes, Littman delivered medicine to the Ashley Gang, lost money when the bank closed, enjoyed fishing in

clear rivers, and hunting quail where condominiums now stand.

His son, James F. Littman, joined his father in his law practice after graduation from Florida Presbyterian then Stetson College of Law. Married to the former Evangeline Janney Johnson, he is every bit as concerned about the growth and well-being of Martin County as his father was.

The Littmans have four sons. Michael Albert, third generation of Littmans to study law, practices in Colorado. His wife is the former Susan Cornman. Neal Roger, married to Mariann Bundy; Curtis Alan is a senior at Trinity University in San Antonio, Texas, majoring in journalism and psychology; Thomas James is studying forestry at Abraham Baldwin Agricultural College in Tifton, Georgia.

Governor John Wellborn Martin

The Honorable John Wellborn Martin was born June 21, 1884, in Plainfield, Marion County, Florida, the son of Marshall and Willie (Owens) Martin. He attended the Marion County public schools and prepared himself for his distinguished career by attending night school. On January 30, 1907, he married Lottie Wilt Pepper. To their keen disappointment, they had no children.

Martin was admitted to the Florida Bar in 1914 and began his law practice in Jacksonville, where he made his home. In 1917, he was elected Mayor of Jacksonville – the youngest ever elected – and served three con-

secutive terms, until 1924.

In 1925, John Martin's name was entered on the Democratic ticket as a candidate for Governor. He was victorious, but held the post for only a single term: 1925-1929. Upon leaving office, he resumed his large private

law practice and settled down to enjoy the pleasures of independence.

Martin was an honorary member of the Tallahassee Kiwanis Club, the Sarasota Civitans Club, and the Exchange Club. A 32nd degree Mason, a member of the Scottish Rite and of the Temple of the Ancient Order of Nobles of the Mystic Shrine, he was a devout Baptist.

John L. McQuigg

John L. McQuigg, born in Los Angeles, California, in 1907, graduated from the University of Southern California in 1931, but not before he mar-

ried Dorothy King of Fort Worth, Texas, in 1928.

McQuigg entered the U.S. Air Force in March, 1942, as a Second Lieutenant, and was honorably discharged in 1946, as a Lieutenant Colonel, having served twenty-six months in England, North Africa, and Italy. He received the U.S. Air Medal and four Oak Leaf Clusters, General Commendation Medal and Cluster, Unit Commendation Medal, European Theater Ribbon, and four combat stars.

Starting out as a newspaper sports writer for the Los Angeles Times, he soon moved on to advertising manager of the West Texas Utilities Company, in Abilene, advertising manager of the Frigidaire Corporation, Dayton, Ohio, was vice-president and director of the Geyer-Cornell-Newell Advertising Agency, New York and Detroit, executive vice-president, director and Detroit general manager for J. Walter Thompson Company – the world's largest advertising agency. His responsibilities encompassed the care and nurturing of products of such clients as the Ford Motor Company, Champion Spark Plug, Burroughs Corporation, Evans Products Corporation, and he was Chairman of Plans Boards for Eastman Kodak, Shell Oil, and Radio Corporation of America, Inc.

His outside activities included being a director of the Economics Club of Detroit, vice-president and director, United Foundation of Detroit, director of the American Association of Advertising Agencies, and chairman of its Michigan council, president of the Orchard Lake Country Club,

Orchard Lake, Michigan.

Retiring at fifty, he and Mrs. McQuigg moved to Stuart in 1957, where they already owned property and had been winter visitors for many years. Mr. McQuigg simply transferred his energies and interests to Martin County and the State of Florida.

An active member of the Board of Trustees of the Martin County Historical Society, he was also a member of the Governor's Committee on Natural Resources from 1966 to 1970, and a member of the University of Miami's Seminar on Marine Pollution. A director of the First National Bank and Trust Company of Stuart, of the Martin Memorial Hospital, the Martin County Taxpayers Association, the Stuart Sailfish Club, and the Florida Audubon Society, he is also on the advisory Board of the Martin County Audubon Society.

Other directorates include the Florida Oceanographic Society, Izaak Walton League, Florida Council, St. Lucie River Restoration League, and

the Florida Conservation Foundation. Mr. McQuigg is a member of the U.S. Coast Guard Auxiliary, of the Martin County Conservation Alliance, and is a frequent high school and college lecturer on environmental subjects.

The McQuiggs have two married children, John, an attorney in Tampa, and Sarah Ann, Mrs. William G. McCagh, of Bloomfield, Michigan.

Edwin A. Menninger

Some years back, a letter from Puerto Rico addressed to "The Flowering Tree Man, Florida," was safely delivered to its destination: Edwin A. Menninger of Stuart, who has had this title bestowed on him for many years. In fact, Menninger, who has been growing tropical flowering trees from seed since around 1935, has been acclaimed by many authorities as knowing more about flowering trees than anyone in this hemisphere.

Who would ever believe that a busy newspaper publisher could find the time to study tree books and obtain seeds from flowering trees all over the tropical world, plant them, and distribute them, and preach planting of flowering trees all over Florida? How did he get started on such a mission? He tells us he became interested when he began to plant around his home in Stuart, and after viewing a motion picture travelogue of New Zealand and witnessing the beautiful flowering trees in bloom in Christchurch and Plymouth in December. He began comparing these spectacular trees with those that dotted the landscape in Florida at that time: Coconut palms, Australian pine, perhaps here and there some Surinam cherries, and seedling mangos. Florida* – a name that signified "Land of Flowers" – had few flowers, he found.

He also found that the assortment of blooming plants in most Florida nurseries in 1935 was scant. So he determined to make available in Southern Florida more and better flowering trees and shrubs for home planting. Thus began his study of flowering trees that brought him the title "Flowering Tree Man of Florida," as well as an honorary degree of Doctor of Science from Florida State University.

To explain the unbounded energy of this man it is best to review some of his early life. He was born March 18, 1896, the second son of Dr. Charles F. Menninger, founder of the Menninger Foundation of Topeka, Kansas, and Mrs. Menninger. Dr. Menninger was an avid gardener who specialized in peonies. Edwin had a paper route in Topeka, worked on the high school publication, and while attending Washburn College there he was editor of the *Washburn Review*.

After graduation, he attended Columbia University School of Journalism and also held down a job on the *New York Herald Tribune*. But in 1922 he decided to move to West Palm Beach, and took a newspaper job at half the salary he was getting in New York. In 1923, he established his own newspaper in Stuart, and published it for almost thirty-five years.

His search for seeds of tropical trees started about 1935, when he began contacting plantsmen in every tropical country, asking for tree seeds. Within a few years he was corresponding with several hundred botanists, village priests, doctors, lawyers, district foresters, agricultural explorers, and housewives, trying to find all the information available about flowering trees from each country.

He rigged up propagating cases, using Coca-Cola cases, filling the individual compartments with vermiculite, watered by wicks from below, and in cool weather he used bottom electric heat. Soon he had seedlings from everywhere; at one time he had fifteen thousand seedling trees in containers around his yard. He shipped trees by air to the Riviera, Natal, Rhodesia, Peru, Brazil, Cuba, and Hawaii. In Florida, alone, he distributed more than one hundred thousand flowering trees.

Many Garden Clubs visited Menninger's home, and he gave slide lectures on flowering trees. In the early 1940s, he founded and published the *Florida Florist and Nurseryman*, and served three years as a director of the American Association of Botanical Gardens and Arboretums. In 1945, the Florida Press Association, under the leadership of Menninger, pressed for the Legislature to proclaim an Arbor Day in Florida.

In 1956, he published his first book, What Flowering Tree Is That? In 1958, he published a larger edition with one hundred-eight pages which sold ten thousand copies. He donated copies to every high school in Florida. Other books by Menninger are: Shade and Ornamental Trees for South Florida (collaborator), Flowering Tropical Trees (Audubon edition), Flowering Trees of the World, Seaside Plants of the World, Fantastic Trees, and Flowering Vines of the World. In addition he has written well over fifty magazine articles dealing with trees and shrubs.

Although no longer active in the newspaper or printing business, Menninger is far from being retired. He operates a flourishing business in books on horticulture, known as "Horticultural Books, Inc." He supplies books dealing with any kind of plant.

Mr. and Mrs. Menninger make their home in Stuart, with long annual visits to their summer residence in Cashiers, North Carolina.

Vaughn Monroe

Many old-timers, and perhaps even more newcomers who were old-timers other places before they came to Martin County, remember *The Toughest Man in Tombstone*, who chalked up sales of four million "singles," and chose to settle on the east bank of the St. Lucie River after he had seen the world.

Ohio-born (Akron, October 7, 1911), Vaughn Monroe entered Jeanette (Pennsylvania) High School for his junior year in 1928, and, as president of the senior class, was voted "the boy most likely to succeed."

One of his classmates, whose vote had helped elect him, was Marian Baughman. After graduation, Marian went to Pennsylvania College for Women (now Chatham College), in Pittsburgh, where she majored in

^{*&}quot;florida," a Spanish word meaning "flowering, blooming"

chemistry, working as a laboratory technician from 1933 to 1936, before going back to the classroom for a Master's Degree in Business at the University of Pittsburgh. After that, she became Training Director of

Gimbels in Pittsburgh.

Meanwhile, "the boy most likely" had been studying music in general at Carnegie Tech and singing in particular at Boston's New England Conservatory. He had also been playing the trumpet, and was sideman with touring dance bands until the spring of 1940. He was in Boston when he decided that what he really wanted was a band of his own. It was time for another decision, too.

"I'd kept in touch with Vaughn through the years, constant writing, and dating when he came home from 'going on the road with bands,'" Marian recalled, asked for a few facts for this article. "April 2, 1940, was our wedding, and April 10 was the first appearance of the big Vaughn Monroe Orchestra. Having little money, I was given the job of handling the business and finances, thus becoming Vaughn's first manager – and his last Executive Manager.

"The years were good to us and we expanded, finally having a complement of twenty-eight on stage – eight singers and twenty playing. There were two road managers, one business manager, one agent, and one

personal manager - all reporting to me."

There were other Big Bands in the forties – Glenn Miller, Benny Goodman, Tommy Dorsey, Harry James, Guy Lombardo, Sammy Kaye...but only Vaughn Monroe, while he was playing an engagement with his earlier – and not so big – band at the Dempsey-Vanderbilt Hotel in Miami, made up his mind that he would love to live in Florida. There was some thought of California, during his motion picture-making days, and his musical engagements, but he resolved that, someday, it must be Florida.

Then in 1953 – after thirteen years – the big Vaughn Monroe band stopped playing, and the man with the rich, vibrant baritone voice went out alone – to sing. How many have heard that voice on the four million records, and in record-breaking crowds in person from New Orleans to New Zealand – not to mention summer stock, State Fairs, and radio and

television audiences - no one really knows.

Two daughters were born, both in New York and each while their father happened to be performing at the same hotel: the Commodore – Candace in 1941 and Christina in 1944. Their mother "toured with the band, doing one-nighters, hotels, nightclubs, or whatever, returning home to Boston to watch over the teen-age girls" but again, all details went

through her.

"When the girls married, we left Boston and came south to look for property...and decided High Point was it." Marian Monroe agreed to the purchase, thinking it would give her husband "something to think about during our travels." After Vaughn became a single nightclub performer, the Monroes decided that, between them, they could manage all the still-complicated affairs. Marian's job became even more demanding.

"I took over the complete bookings, finances, transportation, and handling of managers, lighting, and so forth. Vaughn took over all musical arrangements, all musicians, his act, and where we both wanted to go. Thus I did not think we would *live* in Florida...but to please him, and give him his dream, we sold our Boston home, and came to Stuart, where we rented for a year during the building of the house on High Point.

"He loved every nook and cranny in it, drawing the original plans for it during an engagement in Sydney, Australia. Few changes were made by our local architect. It took me a year or so to adjust, but then we were always coming and going with our business, and it kept us happy

having both."

Vaughn Monroe had the boat he had always wanted, belonged to the St. Lucie Power Squadron, was a member of the Quiet Birdmen, an aviation society, was awarded the Legion of Honor for work with the troops in Europe, and the Order of DeMolay. He was a motorcycle buff, was fond of flying, hunting, and sailing, had a collection of model trains, and enjoyed woodworking.

Occasionally, when he was in town, he sang with the choir at St. Mary's Episcopal Church, of which he was a communicant. He died in 1973 – home briefly between engagements that were booked ahead for a year.

"Yes," Marian Monroe admits, "I am sad; but thirty-three years of a great and wonderful marriage, terminating in Martin County – what more could anyone ask? No, I shall never leave, either, except as he did!"

Patricia Murphy (Mrs. James E. Kiernan)

"Why can't we just paint the sand green?" the new owner asked his wife, who was busy with little tufts of grass intended to cover the bare ground of the Port Sewall estate that sloped down to a lagoon, included an island in the bay, and became one of Martin County's showplaces: *Kinsale*.

The owners, Captain and Mrs. James E. Kiernan, after three winters at the Jupiter Island Club in Hobe Sound, had about given up finding a winter home of their own when they saw the forty-eight acres on a promontory overlooking the St. Lucie Inlet. That was 1952.

Going back to 1929, a girl from Placentia, Newfoundland, arrived in New York wearing a sailor hat with streamers, to stay with her great-uncle on Staten Island and continue a musical career that had earned her, at seventeen, "the highest mark in the district when the examiner came from Trinity Music College in London."

Daughter of Captain and Mrs. Frank Murphy, brought up in a little fishing village on a rocky coast – where almost no flowers would grow without constant care and devoted attention – Patricia learned from her mother that "all the effort was worth it when there were a few flowers to turn an everyday event into a festive occasion."

That's why she often chose a bunch of daffodils for a quarter instead of a nourishing meal for thirty-five cents while she was working at the musical career.

After a week of sleeping free in the examining room of a doctorfriend-of-the-family's office (her mother's former guardian), and a try at the Three Arts Club for eight dollars a week, she found a room, through another music student, for four dollars, and took in Christmas cards to color at three dollars a hundred. At the same time, she learned to work in a restaurant so she could "be sure of one good meal a day." Her carfare back to Placentia - sixty dollars - was carefully kept in the bank, not to be touched unless the need was great.

The great need proved to be the starting of a restaurant of her own. Before long, the Murphy's little daughter (only five feet tall) had forty thousand orchids in the greenhouses adjoining her establishment, sixty thousand tulips blooming on the grounds in the springtime, and ten thousand chrysanthemums in autumn. And she was serving "good food at good prices" to five thousand persons a day (ten thousand on holidays) at just one of her Candlelight restaurants. Referred to locally, when she opened it, as "Murphy's Folly," it was worth four million dollars in 1961. Another

grossed a million-and-a-half the first year it was in operation.

The girl who had taught herself (but not very well) to use the first typewriter set ashore at her father's big general store in Placentia, who climbed over the rocks to find a handful of good soil for her mother's flowerbeds, attended St. Michael's Convent at St. George's, and sold "needles and anchors and everything between" at her father's store, wrote obituaries for his four-page newspaper – Murphy's Good Things – using big words out of the dictionary "because funerals were important in the frontier outpost," is the same Patricia Murphy who presented one of the gates of the Memorial Stadium at the Naval Academy in Annapolis in the name of her husband, James Eugene Kiernan, third man in the Class of 1919.

And the same Patricia Murphy who, in October 1974, received the highest honor of the Equestrian Order of the Sepulchre of Jerusalem, an order of the Roman Catholic Church: Lady Grand Cross. Bestowed by St. Patrick's Cathedral's Terence Cardinal Cook, it has been received by only two other American women: the radio singer Jessica Dragonette, and

Princess Grace (Kelly) of Monaco.

Patricia Murphy's original Candlelight Restaurant was on Henry Street in Brooklyn Heights, in a basement between two churches, one Methodist, the other Presbyterian. There were thirty-six seats and only twenty cups and saucers, which left room for considerable juggling of crockery between going and coming customers. Later, from Kinsale, she wrote, "China should frame fine food unostentatiously but with as much elegant accent as possible. I believe in using everything one has, whether it be an heirloom, an objet d'art, or a workaday mug."

There were always flowers and candles: "Candlelight casts a lovely light for relaxed dining...provides an intimacy that nothing else could achieve in a large dining area. And it is so flattering to the ladies" Almost as much as the candlelight, popovers are a Patricia Murphy trademark (her

charm bracelet includes a gold one), chosen "because they are tasty, slightly exotic, not too hard to make."

About the plantings at Kinsale Mrs. Kiernan wrote, "There was no rhyme or reason...Apparently the former owner pointed with a walking stick to a location for each tree and shrub. To my mind the effect was chaos, although there were a few fine big lawn trees, a young citrus grove, and a line of melaleucas on either side of the drive for which to be thankful."

The Captain and his lady found that even here, gardens don't just happen overnight, particularly if the lady is reluctant to be without the flowers "she knew up north -"; so, added to the lush tropical growth and its accompaniment of colorful blooms, "there were soon, as a matter of course, roses, delphiniums, snapdragons, hollyhocks (a spellbinding bed of them in front of the fanlike growth of a traveler's palm), tulips, daffodils, and many other plants unusual in Florida."

There was "a quiet garden, with paths of green zoysia grass, the silence created by the density of tree ferns, tall palms, and trees to whose branches orchids and bromeliads clung, and at the end of one path a statue of St.

Jude, patron saint of the impossible."

Flowers aren't by any means all that bloom in almost endless variety: "Our vegetable garden is on a swamp filled in with muck and marl worth its weight in gold." A rectangle about one hundred-fifty feet across and two hundred feet long is entered through the orchid house or down broad steps from the adjoining terrace, with a white potting shed beyond, flanked by vine-covered arbors. Vegetables, in raised beds, are planted all winter at fourteen-day intervals, many finding their way aboard "Miss Tango" (her private plane) and flying to New York to the Westchester Candlelight Restaurant: pineapples, melons, radishes, carrots, turnips, endive, cabbage, onions, lettuce of many kinds, peppers, beets, tomatoes, squash, cucumbers, broccoli, snap beans, corn - and strawberries.

"People from the state experimental station, commercial growers and experienced amateur plantsmen often honor us by dropping by to see what we are doing and have done," Mrs. Kiernan remarked. "Everyone expected the unusual at Kinsale, for we have been breaking traditional Florida

gardening rules ever since the day we moved in."

The droppers-in might be representatives of the Associated Bulb Growers of Holland, or members of the National Tulip Society, or just people from miles around who had heard of the annual display - five thousand tulip bulbs blossoming, according to variety, from mid-February until March. Daffodils, paperwhite narcissus, and lily-of-the-valley add their quieter tones to the color. Great mats of pink and blue African violets live out-of-doors comfortably, flourishing in the sudden tropical rainstorms with scant concern for the popular admonition that "the leaves should never be sprinkled."

Most unusual, in this climate, are two long rows of sweet peas climbing on chicken wire in the vegetable garden - the seed sent each year by an old friend from Castle MacCarrett in Ireland's County Mayo.

Although the New York enterprises demanded much in-person attention, to say nothing of a supper club in London, there was always *Kinsale* to come home to and work on and entertain in...whether it was a few friends for dinner or garden parties for six or seven hundred. Captain Kiernan – who smiled when a bank president once offered him a position, saying "I've already got a job – I'm Patricia Murphy's husband!" – asked his energy-filled wife one day what she wanted with "all these orchids and that sort of stuff when your business is selling mashed potatoes." The girl from Placentia replied, "Maybe I like orchids better than mashed potatoes."

For the past seven years, Patricia Murphy Kiernan has done the spectacular decorations for the Martin Memorial Hospital's annual ball.

An active member of the Martin County Historical Society, she gave counsel and assistance to the planning of the Adele Kauffman Willoughby Memorial Garden on the north lawn of the Society's Elliott Museum.

T. T. Oughterson

T. T. Oughterson, a native of Nashville, Tennessee, a practicing attorney, came to Stuart with wife and young son and daughter, in 1925, just after the new county of Martin was established.

In 1939, he bought the odd-shaped corner building on Old Dixie at West 1st Street, across the railroad tracks from Stuart's City Hall, and within twenty years welcomed his son Bill into the firm of Oughterson, Oughterson and Pruitt.

Oughterson served for twenty years as city attorney, and for twenty-five as court prosecutor. He is a past president of Stuart Kiwanis, served as lieutenant governor of Kiwanis, has been president of both Chamber and Junior Chamber of Commerce, and has served without remuneration as legal counsel for any number of civic organizations.

He has given freely of his time and knowledge to community projects, and to many who have found themselves at odds with the law. He is sympathetic to any just cause, and is an Honorary Life Member of the Martin County Historical Society.

Phil Pence

Phil Pence, who came to Stuart in 1934, bought the old Stuart Metal Works and in 1942 incorporated it into Stuart Plumbing and Metal Works. He sold it in 1947 to Carl L. Bess and established the Pence Construction Company. A native Floridian, Pence was born in Boynton, attended West Palm Beach schools, graduated from Peabody High School in Pittsburgh, Pennsylvania, and studied Sanitary Engineering at Cornell Technical Institute. He served as a Stuart City Commissioner, as Mayor of Stuart, and was president of the Stuart Chamber of Commerce.

R. H. Philbrick

When Roscoe (Ross) H. Philbrick settled in Martin County, it was with the idea of being active in civic affairs, doing a bit of horseback riding

and sailing, after a well-filled life both in the North and in Florida.

Born in Northfield, Massachusetts, son of a country doctor and a mother liberated long before it was either fashionable or usual, he attended Phillips Exeter Academy, Dartmouth College, and the Babson Institute of Business Administration. During World War II, he was with the Firestone Tire and Rubber Company in the cost accounting department, assigned to divisions that were producing on Federal contracts.

Coming to Florida as a resident in 1950 (his mother had long maintained a home here), he settled in Coral Gables, moving to Martin County in 1964 – although he had owned property in Stuart since 1960. He built and still owns the Kindred Building complex (now Pic-N-Pay), and was for three years the paid executive director of the Committee of 100 (later the Resources Development Board), and served for a year and a half at no salary. He still donates the office headquarters of the group, of which he is a member.

For the past four years a member of the Martin County Board of Commissioners, Philbrick is a director of the Jensen Beach Bank, and a registered realtor.

He has served as chapter chairman of the Martin County Chapter of the Red Cross, and was for several years the Chapter's disaster chairman. A Lion, past president of the Coral Gables and Stuart clubs with perfect attendance for twenty-one years, he is also an Elk, a member of the board of trustees of the Episcopal Home for the Aged (since 1957), and a director of the Hutchinson Island Property Owners Association. He is a director of the Men's Garden Club, and has been chairman of the Martin County Republican Executive Committee. Since 1967, he has been President of the Martin County Historical Society.

Mr. Philbrick's retirement interests have kept him "busier than ever," according to his wife, the former Lois Viezens of Plainfield, New Jersey.

Their sons, Kenneth and Thomas, have spent much time in Martin County. Kenneth, a former teacher of history in the Martin County School System, received his Bachelor's degree from Mars Hill in North Carolina and did graduate work at the University of Georgia. He is now in business here, and was responsible largely for the revival of interest in bicycling for recreation throughout the area. Tom, a graduate of Martin County High School, was graduated from Bowman Gray Medical School, a division of Wake Forest University, Winston Salem, North Carolina in May, 1975. His North Carolina license to practice medicine was received in 1975; however, Dr. Philbrick is continuing his studies, specializing in pediatrics and pediatric surgery at Shands Medical Teaching College, University of Florida, in Gainesville, Florida.

James H. Reardon

Starting as a "dipper boy" to the carriage trade that drank the waters of the world-famous Saratoga Springs in the eighties and nineties, James H. Reardon found no fault with his wages: 50¢ a day.

Born in the town September 16, 1870, one-half of one of the two sets of twins in the family, it was no surprise that this son continued in the hotel and resort business to the point of being referred to, prior to his death, March 22, 1948, as the "Dean of the Adirondack Hotel men."

His son, James H. Reardon, Jr., relates that his father's "career in the hotel business actually began as key clerk at the old Waldorf Astoria Hotel in New York City, then on Fifth Avenue at 34th Street, extending to 33rd – now the site of the Empire State Building. In partnership with some of his contemporaries he operated hotels on Long Island for a number of years. However, it was quite natural for him to progress to the summer resort area of the Adirondack Mountains in upper New York State."

It was during this period that Reardon came to Florida – 1903 – and operated hotels on the St. Johns River. Through associations made in the hotel and resort business, Reardon was asked to take over the management of the Sunrise Inn at Port Sewall, which at the time was owned by James H. Rogers and his wife. Mrs. Rogers was the sister of Captain Henry Sewall, a sailing ship master, who lived for many years on the end of Sewall's Point – named for this noted New England family. Captain Sewall and his neighbor, Captain Hugh Willoughby, had built a fishing camp in Port Sewall, the Sunrise Inn, which was later bought and enlarged by Rogers.

"About 1924, my father and a group of associates purchased the Sunrise Inn property from Mr. Rogers, and during the summer of 1927 the new building was erected on the original site," Mr. Reardon relates.

"Unfortunately, it was built at the end of the Florida land boom and was affected by the 1929 crash. As a result, a new company had to be formed, called the Sunrise Inn Association, and new monies were funded to continue the construction program. Wall Street bankers of Bonbright & Co. now became a part of the syndicate. Father continued to operate and head up the group until 1945, when it was sold to Andrew D. Berkey of Chicago."

In the meantime, the St. Lucie River Country Club was established and a golf course architect designed a course of eighteen holes. Because of financial problems, only nine holes were completed.

"I remember quite clearly that my mother and I used to play on the course with red golf balls in order that they might be detected easily on the white sands of the fairways. Yes, we did have greens, but on each golf tee was a wooden box, and to tee off the ball you took a fistful of sand and built it up as high as you thought you needed, in order to hit the ball. At this point in time," Mr. Reardon said, "I would rather not go into detail about the number of snakes we killed on the fairways and in the rough. But we played golf anyway!"

Many people were unaware of the fact that Stuart, during the Depression, had four bank failures. "We had two banks at that time," according to Mr. Reardon, "the Stuart Bank and Trust Company (no connection with the present bank), and the Seminole Bank. Although there were only two banks, they opened and closed twice, representing four failures."

"About 1933, a group of local citizens from Okeechobee and Stuart approached Father to head up a new bank for Stuart. It was to be called the Citizens Bank of Stuart, which is now the First National Bank and Trust Company of Stuart.

"Although Father was not a banker, he was President of Citizens Bank of Stuart for seventeen years. Unfortunately, at that time, a great many people refused to deposit their funds in the bank and preferred to put their money in the Postal Savings, which paid 1% on accrued interest on savings."

Thus it was, as reported in the *Stuart News* of February 2, 1933: "The announcement was made yesterday that the Citizens Bank of Stuart will open its door in the old Seminole Bank Building on February 13...

"Twenty Stuart business men and prominent winter residents, realizing the absolute need for the bank, were instrumental in bringing the institution to Stuart. Their faith in the future of this city and Martin County, borne out by personal inspection by the Okeechobee Bank personnel, brought about the welcome decision.

"E. C. Simmons, sheriff of Okeechobee County, is President of the new bank; Peter Tomasello, Jr., is Chairman of the Board; and D. S. Hudson, Cashier, will be in charge of actual management. The office of Vice-President will probably be filled by a Stuart man."

Joseph Verner Reed

Joseph Verner Reed, born in Nice, France, January 18, 1902, the son of Verner Zevola Reed and the former Mary Dean Johnson, grew up in Denver, Colorado. His father, a banker and mine owner in Denver, also profited from Texas oil and, later, shrewd investments. Educated in public schools in Denver, Joseph attended Phillips Academy, Andover, Massachusetts, graduating in 1922. After being graduated from Yale in 1926, Reed married, and became known as a writer, a diplomat, and a Broadway producer. He was appointed in August, 1957, to a post as cultural attaché and special assistant to the American Ambassador to France, his long-time friend, Amory Houghton.

In 1932, Reed and a friend bought Jupiter Island and considerable property on the mainland in Hobe Sound. He and his wife were responsible for developing the exclusive colony, saving much of the island's primitive wilderness, yet establishing a most beautiful area.

Mrs. Reed, the former Permelia Pryor, daughter of the late Samuel Frazier Pryor, president of the Remington Arms Company of Bridgeport, Connecticut, has been equally as influential as her husband in the development of Jupiter Island and the preservation of its natural beauty.

Reed was executive producer of the American Shakespeare Festival in Stratford, Connecticut, and produced a number of plays on Broadway. He founded the Triton Press in New York, specializing in the printing of art books, among other things, producing the work of painter Andrew Wyeth in limited edition folios.

Not only have the Reeds been generous contributors to Martin

County organizations, discreetly and quietly, they have enlisted help from their Jupiter Island neighbors, enabling any number of organizations and individuals to complete worthwhile projects.

Mr. Reed died in the late summer of 1973. Four sons and one daughter are all married, with the youngest son, Nathaniel, now Assistant Secretary of the Department of the Interior, Washington, D.C. Mrs. Reed continues her interest in local affairs.

Marvin H. Rowell

Marvin H. Rowell, born in Perry, Florida, March 28, 1906, came to Stuart in 1938 and opened a small furniture store in a little frame building on Flagler Avenue, which later became the office of Dr. Walter Davey. Rowell had been in the furniture business in Perry, but foresaw a greater future in Stuart. Proof of his vision came when he was obliged to expand into the present Rowell Building in downtown Stuart.

In 1947-1948, Rowell was elected to serve a term in the Florida House of Representatives, and was again elected in 1951-1952. He was a member of the Martin County Board of Commissioners for four years, and was elected to a second four-year term. He was instrumental in having the Evans Crary and Ernest Lyons bridges constructed across the St. Lucie and Indian Rivers.

Mrs. Rowell, the former Eva Brown, was born in South Georgia in August, 1906. Her father was in the construction business, and the family was living in Perry during the building of a hotel, when she and her husband met.

William H. Shepard

William H. Shepard and his wife, the former Lucy Anne Doane, both of Cleveland, Ohio, first came to Florida at the turn of the century for the fishing, in and around the Miami area. Coming first to Titusville, they, as did many before them, fished from there south. Much later, in 1923, Mr. Shepard decided that he would like to have his family enjoy this lovely area, so he purchased a seven-acre estate on the St. Lucie River, at the end of what is now West Ocean Boulevard. On it was the old Perkins home, built by Hubert Bessey.

Mr. Shepard was president and owner of T. H. Brooks and Company, a structural steel corporation based in Cleveland. Included in the "family," in addition to his son, William Clark Shepard, were Mr. and Mrs. H. B. Hawgood and their sons Henry A. and William S., of the Hawgood Shipbuilding family of Cleveland; and Mr. and Mrs. Joseph K. Patterson, of Cleveland's Patterson Sergent Paint Company. All spent winters in Stuart.

It was said in *The Golden Story of Cleveland* that the city's mammoth iron and steel industries began in Nathaniel Doane's blacksmith shop in 1798. Mrs. Shepard – the fourth Lucy Anne Doane – was a direct descendant of Nathaniel Doane.

In the early years, Clark, only son of the family, was left to run the T. H. Brooks Company, coming to Stuart for vacations with his wife, the former Anne Young, when their daughter "Sunny" – Lucy Anne Doane Shepard – was out of private school.

Father Shepard, as he was referred to affectionately, was one of the founders of the Citizens Bank of Stuart (later the First National Bank and Trust Company), with James H. Reardon, who was its president. He was one of the largest contributors to the first hospital, and it is said that not an organization, civic activity, or worthwhile event ever did without his help in some way; and, more often than not, he made generous monetary contributions to all in need.

His hobby, aside from fishing and golf, was coconut trees. A nut could hardly fall to the ground before William Henry Shepard had it planted. He is personally responsible for placing the coconut palms along the railway tracks through the center of town, on Flagler Avenue, where the Florida East Coast Railway station stood, and those along East Ocean Boulevard. He died in Cleveland in 1944.

Mrs. Shepard and her husband were largely responsible for the Cleveland Art Museum, one of the nation's outstanding art museums to this day. While in residence here winters, Mrs. Shepard was as civic-minded as her husband, and although she, too, loved to fish (their boat, the *Gobbler*, was docked in front of the property), she found time to give of her talents, money, time, and energy. She helped establish the Library by donating and purchasing many books that are still read. She was active in the Woman's Club, and always had time for those less fortunate.

In 1947 a big blow all but demolished the Shepard house, but repairs were made to this landmark, the first really big house that Mr. Bessey built. Then, in 1949, disaster struck. Right in the middle of the winter season, with the Shepards, the Hawgoods, and the Pattersons all in residence, the house mysteriously burned to the ground. Mrs. William Clark Shepard says that the Volunteer Fire Department did a miraculous job of saving many of the valuables.

Luck was with the Shepards. They found a five-bedroom cottage (still standing) in back of the old Post Office on Osceola Street, and moved in. The Hawgoods went to the Pelican Hotel, a family hotel in those days, and when the young Shepards came, they, too, stayed at the hotel.

Clark had built a small house on Hutchinson Island in 1940, which he and Mrs. Shepard and "Sunny" occupied. This small house eventually housed all of the Shepards at one time or another, and in 1954 the Clark Shepards built a larger house, a short distance from the original one, which they call "The Cabana."

After his death in 1964, Mrs. William Clark Shepard assumed her husband's place on the Board of Trustees of the Martin County Historical Society, becoming one of its most devoted members. Mrs. Shepard has carried on the tradition of the family, taking part in all civic affairs, including the establishment of training courses for aides at the Martin Memorial

Hospital, herself teaching them nursing care (she holds a degree in Nursing Education and Administration from Ohio State University). She helped establish the U.S.O., and helped build a center for the service men stationed at Camp Murphy. This building is now the Civic Center.

Although not "a joiner, Mrs. Shepard has been helpful, without it being public knowledge, to many civic organizations, and has helped finance the education of a number of local young people. During its years in Jensen Beach, she was a member of the lay board of St. Joseph College.

When the Shepard estate was settled, after the death of Mrs. William Henry Shepard in 1943, the riverfront estate, known as "South Harbor," became Shepard Park. Reaching from just west of the Chamber of Commerce building at the corner of the Federal Highway, the entire property is in grass, trees, and Mr. Shepard's favorite palms...being a restful, quiet area still echoing Shepard hospitality and concern for others.

John W. Stokes

John W. Stokes, son of Henry Bryant Stokes and Martha Willis Stokes, was born May 16, 1897, in Talona, Georgia. The family later moved to Adairsville, where John was graduated from high school. He taught in the Adairsville school, studied the LaSalle correspondence law course, passed the Georgia bar examinations, was admitted to the Georgia bar, and

admitted to practice before the United States Supreme Court.

He served in the Navy in World War I, but because of a serious heart condition, was given an early medical discharge. Passing the LaSalle accounting course examinations and becoming a Certified Public Accountant, he was treasurer of General Motors Holding Corporation until 1932, when he started his own public accounting firm in the General Motors Building in New York City. The firm specialized in automobile dealers accounting, audits, taxes, and business management, with auditors and clients throughout the United States. He started a tax publication service, called the Stokes Tax Controls, spoke at dealers' state conventions in nearly every state in the union, and at national automobile dealers conventions.

The following are business firms and corporations founded and operated by Mr. Stokes to July 23, 1950: John W. Stokes & Company (C.P.A. firm), New York City; Stokes Tax Controls, Detroit, then Princeton, and New York; Mortarless Tile Corporation (Franchises), New York City; Mortarless Tile Construction Corporation, Florida Beach Corporation (Real Estate), Florida Beach Sales Company, Inc., and Florida Beach Club, Inc., all of Stuart, and John W. Stokes Research Foundation.

Also: Business Profits Corporation (special business accounting forms), New York City; Business Relations Institute (publications), and Automobile Dealers Foundation (non-profit corporation), both of Princeton; Stokes, Bramwell & Dassori (law firm), and National Research Institute (publications for automobile dealers), both of Washington, D.C.

About 1939, Mr. Stokes started a building project on the Federal Highway some five miles south of Stuart. Originally planned as a club

operation, with clubhouse, restaurant, cottages for guests, lunch room, motel rooms, and a gasoline station for the convenience of the guests, it was to be called "The Florida Beach Club." Guests were to be allowed the privilege of using the oceanfront beach property owned by Mr. Stokes for

swimming, surfing, surf fishing, sun bathing, or picnicking.

However, World War II started before the project was completed. Workers left for military service and for government work elsewhere. Camp Murphy was established about ten miles to the south, and, there being an acute housing shortage for families of the men in service, four duplexes and three single family dwellings were completed, and furnished for immediate rental occupancy. Two houses were also built in Port Sewall on the St. Lucie River, and two houses in Buena Park, in Port Sewall.

Some years ago, one of the newspapers mentioned that "Martin County was very fortunate when John W. Stokes chose to live there after looking all over the State." He was fascinated by the beautiful rivers, the waterways, the nearness of the ocean, and the tropical plants, trees, and flowers. He envisioned a bright future for Martin County, as evidenced by his extensive investments in the county.

In the middle thirties, he purchased a two-story house on the St. Lucie River, then started acquiring other choice properties in the area, a few at a time, for the next twelve years or more. Mr. Stokes had expansive plans for a tract south of Stuart (now the Roschman Site of the Stuart branch of Indian River Community College), to include an entire city, with its own U.S. Post Office, railroad station, schools, churches, and shopping facilities.

Owning over a mile on each side of the highway, he planned to build his own "Miracle Mile." This tract extended from the railroad, on the east, to the South Fork of the St. Lucie River, on the west. It had road frontage, also, on both sides of Kanner Highway (Indiantown Road, Route 76). There were tracts on both sides of Indian Avenue, and access to the property on Snake Road, on the south. Coral Gardens, adjoining the Roschman

Site, was built on part of this holding.

Also acquired was considerable property in St. Lucie Estates, Broadway Section, and the Sarita Addition. He purchased lots on both sides of St. Lucie Boulevard, and along the St. Lucie River in Port Sewall, in Buena Park, Agua Bonita, and on Indian Avenue. The Conquistador condominiums were built on the Golfview property formerly owned by Mr. Stokes. He owned extensive oceanfront property, some of which is the Stuart Beach, east of the Elliott Museum, and some south of the House of Refuge, where several beach homes have been built. He owned property, also, in Putnam County, New York, in Candlewood Knolls and Short Woods, in New Fairfield, in Danbury, Connecticut, and in Polk County, Georgia.

East Ocean Boulevard cuts through considerable acreage Mr. Stokes formerly owned, in the area occupied by the Redeemer Lutheran Church and the Vista Pines condominiums. During World War II, the county took several large tracts of his land which were included in the airport, amounting, practically, to confiscation of this property.

The Jensen Beach dormitories owned by Florida Institute of Technology are on land on which Mr. Stokes owned an undivided interest. Another choice parcel was St. Lucie riverfront on the highest bank of the river – next to the Frances Langford-Ralph Evinrude residence, near Mt. Pisgah – where he planned to build his dream home with a marvelous view in all directions. He did not live long enough to fulfill that dream. Some of his greatest dreams were fulfilled through the John W. Stokes Research

Foundation, which did so much for so many people.

In 1947, Mr. Stokes acquired a stately, pre-revolutionary stone mansion in Princeton, New Jersey. Some distance from the house, a four-car garage was converted for use as a printing plant, where bulletins and books were published. Three adjoining fields provided grazing land for a herd of Jersey cows. The barn was already equipped with milking machines, and the personnel was there, so the wholesale milk business continued without any interruption. There was a large corral, a barn filled to the rafters with hay, and a silo full of fodder. In addition to the Jersey herd, there were hogs, chickens, ducks, several cats, and two dogs – one a beautiful, three-legged collie that had been hurt in an accident, the other a friendly little beagle. The estate, named simply "The Farm," by Judge Armstrong, a former owner, had additional dwellings – a nine-room house for the caretaker, and a five-room house for the farmer – among other buildings. A deep well supplied clear, cold water to all the houses and to the barn.

Mr. Stokes commuted between Princeton and his New York office, with frequent trips to his Florida enterprises, and to his law firm in Washington. In 1948, he acquired a Beechcraft Bonanza airplane, which his son, John, Jr. – returned from the Air Force – piloted for him to California,

Ohio, Michigan, Mississippi, Florida, and many other states.

In March, 1949, Mrs. Stokes, the former Mary Lolene Spilsbury, was seriously injured in an automobile accident and was hospitalized for several months. She had not fully recovered when Mr. Stokes suffered a heart attack and, two weeks later, died, on July 23, 1950, at the age of fifty-three. His New York firm was continued by his partners, A. A. Lally and Mark H. Cochran; his Washington law firm was continued by his law partners, Dee R. Bramwell and Frederick D. Dassori, until the partnership was dissolved. His three sons, John Jr., Bryant S. (Pat), and Deane H.; his father, H. B. Stokes (aged 91), and his sister Mrs. Robert F. (Nannie Sue) Thomas, of Athens, Georgia, survived.

Mr. Stokes's first marriage, to the former Elizabeth Stapleton, ended in divorce. Mrs. Stapleton Stokes, who later married Charles A. Lintell of

Stuart, died January 23, 1974. Mr. Lintell died in 1960.

Mr. Stokes was elected to the Automotive Old Timers Association's Hall of Fame, which recognizes men prominent in the automotive field. His picture, a bronze plaque, and a biography have been placed in the Hall of Fame building on the campus of the Northwood Institute, in Midland, Michigan.

A bronze plaque in the memorial erected at the Indianapolis

Speedway as a lasting tribute to Louis Chevrolet, and others prominent in the automotive world, includes the name of John W. Stokes.

Mrs. John W. Stokes

Mary Lolene Spilsbury – now Mrs. John W. Stokes – was born in Toquerville, Utah, eighth of the ten children of Mary Anne Richards and David Spilsbury. Her paternal grandparents, George and Fannie Spilsbury, came from England in 1843, and settled in Nauvoo, Illinois. From there, they crossed the great plains, in 1850, to Salt Lake City, and joined the Church of Jesus Christ of Latter Day Saints. They moved, in 1859, to Draper, where her father was born a year later. In 1862, Brigham Young, president of the Mormon Church, asked George to go to southern Utah to help settle and colonize small Mormon communities.

For a profile interview, by Jefferson Siebert, in the *Stuart News* of October 18, 1973, Mrs. Stokes recalled that her grandfather Spilsbury, "in addition to being a patriarch in the Mormon Church, was on the Sunday School Board, traveling thirty thousand miles by horse and buggy over the rough roads of southern Utah, northern Arizona, and eastern Nevada. A stone mason, store owner, and farmer, he was president of the Kobot Stockherds, living to be ninety-six. He wrote to Mary Lolene that he did not believe people "come from themselves alone" but are "a composite of

parents and grandparents."

Mrs. Stokes's maternal grandfather, Samuel Whitney Richards, a puritan from Lynn, Massachusetts, was fourteen when he was baptized into the Church of Jesus Christ of Latter Day Saints. He spent many years traveling on missions to New York, Connecticut, Vermont, and the British Isles, before he crossed the American plains in a covered wagon and married Mary Haskin Parker, in 1846. An expert carpenter and wood carver, a writer, and an editor, he helped build the Latter Day Saints Temple in which they were married. Soon afterwards, Joseph Smith asked him to be one of twenty-five young men to pioneer the Rocky Mountains and lower California to find new places to establish churches.

Grandfather Richards was elected to the city council at the organization of Salt Lake City, and in 1850 was called to undertake a second mission to Great Britain. Named president of the British mission, he helped convert some sixteen thousand persons to the Church. Later, he studied law, and was admitted to practice before the U.S. Supreme Court.

"When he retired to Utah," his granddaughter recalled, "he was appointed to the Board of Regents of the University of the Desert, which

became the University of Utah."

Mrs. Stokes's mother received her school teacher's salary in thirds – "one-third in produce, one-third in store merchandise, and one-third cash. There were no teacher strikes in those days," she said, "just the teacher, a ruler, and lots of books."

After attending the Mormon High School and the Mormon business college, Mary Lolene tried working at night for the telephone company in order to attend the university during the day. When this became injurious to her health, she reversed the plan, working as a secretary during the day, and attending classes at night. Seldom without employment, she worked for the Real Silk Hosiery Mills in California and Texas for ten years before she went to New York to join the Certified Public Accountant firm of John W. Stokes. Marrying Mr. Stokes in 1947, she became president of eight businesses founded and operated by her husband, and was a director of three others – and was vice-president and a director of the John W. Stokes Research Foundation.

Mr. and Mrs. Stokes made their home in Princeton, New Jersey, and

in Stuart, where Mr. Stokes had extensive property holdings.

An active member of nearly thirty civic organizations, Mrs. Stokes has given to more than forty local and national charities through the Stokes Foundation, and her personal resources, funded the adult wing of the Martin County Public Library, and awarded more than fifty college scholarships to Martin County High School graduates.

Other recipients of her generosity include the Martin Memorial Hospital, the Pioneer Occupational Center (now Tri-County), and the Martin County Historical Society, of which she is both a Life Member and a Patron, serving for many years on its Board of Trustees and now as a mem-

ber of its Honorary Board.

In 1961, Mrs. Stokes was named "Woman of Achievement" by the

Soroptimist Club of Stuart, of which she is a charter member.

One of Martin County's most distinguished citizens, Mrs. Stokes resides at her St. Lucie River home with her sister, Mrs. Afton Wright.

Judge Edward Swann

Edward Swann, born near Fernandina, Florida, and later buried there, had a distinguished career as an attorney in New York City. He rose rapidly in his profession in the days of Tammany Hall's fame, and for several years was District Attorney of Upper Manhattan. It is reported that at one time he was considering the nomination for Justice of the Supreme Court for Manhattan and the Bronx.

He married Maryland-born Margaret Geisinger, to whom he gave the nickname "Magic." The Judge was never far from his native state at heart;

his love was Florida, his business the law.

In 1929, or thereabouts, "Magic" and the Judge purchased the Hogg property on Sewall's Point Road, now known as "Castle Hill." It is said that the original castle, a replica of a German castle on the Rhine, was built in 1926 and completed in 1927 for the use of Queen Marie of Roumania, who visited this country. She arrived aboard her yacht and, with her young daughter, the Princess Ileana, was a guest at West Point at one of the military academy dances. The royal visit was an extended one, and no one really knows why the Queen did not get to Jensen Beach. This was before the Swanns' idea of the Florida estate.

At the time the castle was built at the shore of the St. Lucie, an ele-

gant Italian villa guest house was built at the highest point of the property, and a small cottage half way between the two, called "The Maisonette," was built for the Queen's caretaker.

Being so high, the property had seven windmills, which brought

running water into the luxurious living quarters.

Until Judge Swann purchased Castle Hill, he and Magic spent their winter holidays at The Breakers in Palm Beach. The Judge also dealt in New York real estate, and brought many remarkable furnishings, moldings, crystal, and the like from the city to the "Castle." The story is told that one winter, while living in the guest house, he had a large boat in the living room of the Castle, and, as important communications would reach him, he would file them, unopened, by flinging them into the empty boat.

Eccentric or not, Judge Swann purchased an additional six-and-a-half acres, owning, in all, some sixty-five acres and six-and-a-half miles of water-front on the Indian River running north, which encompasses the Outrigger Restaurant property and the Florida Institute of Technology campus. The

estate itself now has only twenty-eight acres.

The Judge rebuilt the castle into a colonial mansion. The interior was originally pecky cypress, but he imported carved mahogany which he put in instead. He had a forty-foot long walnut dining table which is now a conference table.

The present college property Judge Swann sold to the W. H. Leach family, who were bottlers of Coca-Cola. They, in turn, gave the property to the St. Joseph Novitiate, later St. Joseph College of Florida. When that school closed in 1972, the entire campus was purchased by Florida Institute of Technology.

When Judge Swann died, Mrs. Swann remained here, but was never active in civic affairs. Her niece, Mrs. Leonard Chapin Childs (the former Doris Fuller, of Chicago) and her husband were Magic's most frequent visitors and "her favorite people," so it seemed natural that when Magic

died, the Castle Hill property was left to Mrs. Childs.

Mr. and Mrs. Childs sold their Glencoe property and moved to Castle Hill. Mr. Childs, a civil engineer who had built a number of the larger steel structures in the midwest, being fully aware of the structural and foundation requirements, advised removal of the castle and the remodeling of the Italian Villa. When this was done, the estate resembled a veritable fairyland, the spacious landscaped grounds having some twenty acres left in natural growth, with winding pathways. Some of the Judge's original New York City hand-painted wooden street signs, such as Park Avenue, and Fifth Avenue, are placed strategically about the grounds.

In the rebuilding of the castle, it was necessary to blast to set in a light switch, for the walls were made of concrete, reinforced with steel rails from a narrow gauge railroad built by Henry Flagler and purchased by Judge Swann in Palm Beach. Each bathroom has its own septic tank, and the bottom housing of one windmill remains standing, converted into an office-workshop for Mr. Childs. There are two two-story garages on

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the property, one for three cars and the other converted into living quarters. Mrs. Swann's trusted gardener in later years, Wesley Albritten, who still cares for the estate, has been there over a quarter of a century.



The "Save Our Beaches" Campaign

BY C. SCOTT FLETCHER

Roughly fifty years after Martin County came into existence, civic-minded residents realized that while the ocean beaches along Hutchinson Island were available to local people, as they had always been, this happy situation would not continue much longer unless measures were taken – literally – to save them.

The first active step was taken by a Beach Committee of the Martin County Anglers Club in 1969, with Dr. Walter Stokes and Edward Behrens alternating the chairmanship. In 1970, they were joined by a Beach Committee of the Conservation Alliance, chaired by Dr. Stokes. The first concern of these committees was to secure local and state laws establishing a construction setback line to protect the dunes.

At a meeting of the County Commission on December 21, 1971, Dr. Stokes presented, in behalf of the two Beach Committees, a list of important safeguards proposed for incorporation in a Beach Construction Setback line then under consideration by the Commission. The recommendations were favorably received, and, soon afterwards, the Commissioners submitted a request to the State Department of Natural Resources for establishment of a Martin County Beach Setback line, under authorization by a newly enacted state statute.

The State Bureau of Beaches and Shores promptly made the necessary survey and presented its recommendations at a public hearing on March 23, 1972. As a result of such action, on May 16, 1972, the Florida State Cabinet approved a beach setback line for Martin County, making it the first in the State to achieve such protection.

However, this victory was not easily won. The obstacles involved are briefly described in the following statement which Dr. Stokes had presented to the Martin County Commission, and which was read by Ed Behrens as part of his presentation to the Cabinet:

"During the public hearing on the setback line, March 23, 1972, attorneys representing large property owners on Hutchinson Island began throwing up a legalistic smoke screen of half-truths and distortions calculated to defeat the establishment of the setback line, or, failing that, to create a plausible legal basis for challenging the coastal setback line in the courts. This attack was renewed before you at your meeting of April 11.

"I wish to summarize the myths which these attorneys are trying to establish

and to contrast them with the real facts.

"Myth Number One: The beach setback line, as proposed by the Division of Beaches and Shores, is illegal because of failure of legally required notice to

the property owners of Hutchinson Island.

The Facts: On October 6, 1971, the State Bureau of Beaches and Shores held a fully advertised public hearing on establishment of a beach setback line in Martin County, in accordance with the provisions of Section 161.053, Florida Statutes. This was done at the request of the Martin County Board of Commissioners.

"On March 23, 1972, the Bureau of Beaches and Shores held an advertised public hearing at which a setback line was presented, following several months of careful study by the Coastal and Oceanographic Engineering Department, College of Engineering, University of Florida. For a week preceding this hearing, maps showing the proposed setback line in fine detail were on display at the offices of the County Planning and Zoning Board and this display was publicly advertised.

"Thus the setback line was presented in full compliance with all the provisions of Section 161.053, Florida Statutes, including advertised public notices to property owners. More than this, the entire subject was given exceptionally full coverage by

the local news media over a period of more than a year.

"Myth Number Two: The beach setback line, as proposed, is an arbitrary ruler line, established by bureaucratic whim, without adequate engineering data, as a blind,

stupid exercise of State authority.

"The Facts: The proposed setback line was established after a thorough engineering study, at the beaches, by one of the most competent groups of professional experts in the world: The Coastal and Oceanographic Engineering Department, College of Engineering, University of Florida. Their work was done in scrupulous compliance with all criteria set forth in Section 161.053, Florida Statutes.

"Myth Number Three: The proposed setback line passes through structures already built on the dunes and is an invasion of the property rights of the owners.

"The Facts: The property rights of owners of existing structures are not infringed by the setback law, even though many of these structures were recently built in defiance of an already existing law which forbids damage to the dunes.

"Myth Number Four: The proposed setback line will prevent some property owners from making a profitable use of their land and is confiscatory in effect.

"The Facts: This statement has application only to a few owners of the narrowest part of the island, where there is only a small space between the beach and the road. Here there is a conflict between private and public interest. The public interest (and indeed Florida law) requires that the dunes must be protected. These owners have no right to build on the dunes. If they can find no profitable lawful use for their land, the County may purchase it for public use. The fact that they bought this land as a speculative gamble does not entitle them to use it illegally for personal enrichment.

"Myth Number Five: The new setback law does not provide adequately for sensible and necessary variances, or for changing beach conditions.

"The Facts: The new setback law, Section 161.053, Florida Statutes, contains the following statement: Setback lines established under the provisions of this section

shall be subject to review by the department at five year intervals from time of establishment or at the written request of affected county or municipal officials. Any riparian upland owner who feels that such line as established is unduly restrictive or prevents a legitimate use of his property, shall be granted a review of the line upon written request. After such review the department shall decide if a change in the setback line as established is justified, and shall so notify the person or persons making the request. The decision of the department shall be subject to judicial review as provided in Chapter 120, Florida Statutes.'

"I must note bluntly concerning both opposition to the beach setback line and the recent effort to obtain a charter for Hutchinson Island that the main thrust has been to defy the expressed wishes of this Board and a large majority of the citizens of Martin County. Opposition attorneys represent land developers whose interest is maximum financial reward, with small concern for preserving the quality

of our magnificent beaches, our most cherished natural treasure.

"Shortly the proposed setback line will come up for final hearing before the Governor and the Cabinet. With their approval, it will become the law of Martin County and give us beach protection which is needed desperately and urgently. Should you fail to give the proposed setback line your firm support it might be rejected. Opposing attorneys are sure to be at the Cabinet hearing, persua-

sively repeating the myths I have reviewed.

"Let us consider what may ensue if you do not take a firm position and the setback line should be rejected. Under such circumstances I suspect that if the Department of Natural Resources were asked to repeat the survey, we would be placed number 67 on the waiting list instead of in the number one position we now occupy. Also our present repute as a State leader in wise concern for our environment would be severely tarnished. Let us not be led into such a costly mistake because of the myths which have been invented to beguile us."

Committee member John McQuigg, nationally recognized authority on conservation, was invited by the State Cabinet to give his views in Tallahassee. His comments, in part, include these paragraphs:

"The objectors plead the sacred rights of private property and the right to do what they please. They claim the public has no rights or interest. But I can well remember similar projects where the developers were long gone with pockets full of money, while the U.S. public paid the cost of their 'Disaster Areas' with hard-earned tax dollars. Metairie, Louisiana (built on a Hood plain), cost us \$60,000,000 from hurricane tides; California (where steep slopes were denuded and sharply-graded roads cut in), cost us \$100,000,000 from the inevitable mud slides; the Miami area (now panicked by building-induced erosion), will now cost \$40,000,000 of State and Federal money to restore the beach sand. These are just a few that come quickly to mind and certainly demonstrate the deepest of public interest.

"I submit that the real facts and substance of the testimony favored the setback lines as presented. I urge that your recommendation stand fast to the proposed line, and that the Cabinet, acting as Internal Improvement Fund Trustees, approve your

recommendation.'

As soon as the beach setback line matter was solved, the two Beach committees turned full attention to studying ways and means of obtaining adequate beach access strips. They held many joint meetings and were assisted by many consultants.

In March, 1972, the Conservation Alliance passed a resolution authorizing a special ad hoc committee charged with organizing a Martin County Public Beach Campaign Fund Committee. The original Committee membership was drawn chiefly from the two Beach Committees, with Dr. Stokes as chairman.

Already rich in organized groups devoted to conserving and preserving the natural resources of the area, both ashore and in the water, Martin County had, almost for the asking, the ingredients for committees with specific aims and skills to save the beaches. Names long familiar from the activities of the Anglers Club, the Audubon Society, the Sailfish Club, the Conservation Alliance, the Men's Garden Club, and the Izaak Walton League appeared among the ranks of those on the Martin County Public

Beach Land Fund Campaign Committee

The functional Executive Committee included: Harvey L. Glascock, general chairman, C. Scott Fletcher, executive vice-chairman and campaign director, Roland Merrell and Mrs. Wilbur S. (Virginia) Forrest, major gifts co-chairmen, Dr. Walter R. Stokes, vice-chairman, Edward C. Behrens, financial vice-chairman, Mrs. Thomas R. (Eva H.) Conlon, secretary, Mrs. C. Scott (Billie) Fletcher, research assistant and corresponding secretary (with no vote), Mrs. Bernard (Beverly) Sisco, assistant-treasurer (with no vote), Mrs. Henry W. (Louise) Sheward, treasurer, John L. McQuigg and Harold A. Potsdam, general consultants, Lloyd E. Dutcher, special realtor advisor, Jack Noble, County Administrator representing the Martin County Commissioners, Lee Rasch, Ruth Stephenson, M.D., and Felix Williams, co-chairman for the City of Stuart.

Professional consultants included: Harold Butterfield, official appraiser, Peter Jefferson, architect, Ralph Hartman, realtor consultant, James F. Littman, legal consultant, Rogers and Peabody, surveyors, Frederic B. Stresau, landscape architect, and Ransom R. Tilton, realtor consultant.

Serving on the original Landscaping and Construction Committee were: Edward C. Behrens, A. Barton Cook, C. Scott Fletcher, Mrs. Maggy Hurchalla, Peter Jefferson, Tom Leonard (County Director of Planning and Zoning), Paul Penrod (County Director of Purchasing), Dr. Walter R. Stokes, and Frederic B. Stresau.

The steps were simple, the progression was logical: (1) assess the damage already done to the dunes by tide, wind, and waves (which resist control), and a combination of dune-buggy riders and developers (which should and could be held in check); (2) present the problem to the County Commissioners, the local governing body whose concern must be aroused before its assistance could be enlisted; and (3) have a plan – with alternatives – including the initial financing of the project.

The work of the Committee resulted in the following resolution, 14-72, passed by the County Commission on April 28, 1972:

"WHEREAS, it is hereby deemed that recreational and cultural facilities are necessary for the health and general welfare of the citizens of Martin County; and

WHEREAS, it is the intent of this Board of County Commissioners to participate in beach acquisition by providing funds in an amount equal to those donated by private citizens and organizations for the purchase of such land; and

WHEREAS, this Board further intends to make application to any available state or federal government funds for the herein referenced purpose,

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Martin County, Florida:

1) That a special account be established by the finance director for the purpose of holding and accumulating privately donated funds which shall be used solely for the purchase and improvement of parcels of land on Hutchinson Island for public use.

2) That this Board of County Commissioners does intend to cooperate with the various organizations in Martin County interested in this program with regard to location of such beach access strips and the facilities to be provided thereon.

3) That this Board of County Commissioners does hereby commend those private organizations and individuals which have committed themselves to donating funds or working toward raising funds for this worthwhile project which will benefit the present and future citizens of Martin County in the State of Florida.

Again drawing on the deep reservoir of know-how in the county, the committee soon had its blueprint for purchasing eight pieces of public beach in hundred-foot "strips," at half-mile intervals from the St. Lucie-Martin County line on the north to the edge of Sailfish Point on the south, a distance of six miles.

The half-mile intervals was a request from the U.S. Army Corps of Engineers. Buying a 100-foot beach, after we had raised the money, might look like a straight-forward transaction between a group of concerned citizens and real estate brokers. But, once we had the property in our hands, there would be the responsibility – far into the future – for its well-being.

A beach, like a garden, has to be cared for and nourished. A beach without healthy plant life to hold it in position is very soon no beach at all. The dunes and the beach must be maintained, and the only way to guarantee that this would be done *in perpetuity* would be for the U.S. Army Corps of Engineers to take on the renourishment of the total beach as part of the work of the Corps on the waterfronts of the United States.

Once we found that a bond issue was out of the question, we devised a way of financing eight strips for approximately \$200,000 in cash, to be matched by an equal amount from the county – giving us \$400,000 – this to be matched, in turn, by available state and federal funds...or \$800,000

for the eight new public beaches.

It was agreed that all members of the Martin County Conservation Alliance would endorse a county-wide campaign to raise funds, by private contribution, "for the purchase of Hutchinson Island beachfront parcels of land for the purpose of insuring adequate public access to and use of our beaches." Such parcels would be at approximately half-mile intervals, at sites to be recommended by the Executive Committee for the "Save Our Beaches" campaign and the Martin County Commissioners.

It was planned that funds raised in accordance with this resolution would be matched by the Florida Department of Natural Resources from available State funds.

That this was accomplished within a relatively short time, is one of the remarkable stories of life in Martin County, and is the subject of a book to be published this year and sponsored by Virginia Forrest of the "Save Our Beaches" committee.

Details of the eight public beach access strips acquired in the 1972-74

"Save Our Beaches" campaign, are of general interest. Strips listed as A, B. C, and D are public beaches, acquired prior to the "Save Our Beaches"

campaign project.

Strip Number 1, adjacent to the St. Lucie-Martin County line, was owned by the John J. Parish Charitable Trust. (The late Mr. Parish, a bachelor, had planned to build a house for himself on this property. He loved Martin County and particularly Hutchinson Island, and came to the area periodically for recreation on the beach.) The "Save Our Beaches" campaign project appealed to all the officers of the trust, who readily agreed to sell the property for \$100,000. The dimensions of this piece of land are 100 feet wide, north to south, by 380 feet long, west to east from A1A to the ocean.

Harvey L. Glascock, general chairman of the "Save Our Beaches" Executive Committee, was the first person to indicate his desire to pay \$25,000 for any strip. Mr. Glascock paid a deposit of \$10,000, the balance to be paid later. This amount, when matched by county and state funds, would equal the purchase price. Lloyd E. Dutcher negotiated the purchase of this property, his firm, Dutcher-Higgenbotham-Mayer & Bass, Inc., agreeing to waive its commission of \$10,000.

Strip Number A is the Jensen Beach public bathing beach. Approximately a half a mile south from Strip Number 1, it is 1,450 feet wide, north to south, and 2,330 feet long on the north side, dropping to 1,120 feet on the south side because of a large curve on the Indian River.

Strip Number B is the County owned Park-'N'-Fish public bathing beach, 72 feet wide north to south, by 550 feet long, west to east, from the Indian River to the ocean.

Strip Number 2 is approximately half a mile south of Park-'N'-Fish. In late 1972, Ransom R. Tilton, of the W. B. Tilton Real Estate and Insurance Company, Jensen Beach, negotiated the purchase of a large tract of land on Hutchinson Island, for the Bryn Mawr Group, Inc., of Fort Lauderdale and Vero Beach, which planned to erect a condominium on this property, with approval by the Martin County Commissioners. Mr. Tilton suggested to Merritt H. Taylor, Jr., chairman and chief executive officer of the Bryn Mawr Group, that he might want to sell a 100-foot strip to the "Save Our Beaches" Executive Committee for \$100,000.

After discussing this matter further with the then chairman of the Board of County Commissioners, Ransom Tilton, and me, Mr. Taylor decided that his Group would give an entire 100-foot strip to the county. This strip is 100 feet wide, north to south, by 325 feet long, west to east, from A1A to the ocean. This was the first strip to be given in its entirety, so that no purchase price with matching funds of any kind were necessary, except for the cost of landscaping. It is now known as the *Bryn Mawr Public Beach*.

Strip Number 3 is approximately one-half mile south of the Bryn Mawr strip. At this location, the Kiplinger Foundation, Washington, D.C., owned 190 feet of land from north to south. Mr. Dutcher and I asked Austin Kiplinger, the chief executive officer, whether the Foundation would be willing to sell a public beach access strip to the campaign committee. Mr. Kiplinger made a trip to Martin County to discuss the matter, when he learned that Mrs. Forrest was willing to buy a piece of this property.

Mrs. Forrest has long been a property owner in Martin County, although her home is in Bucks County, Pennsylvania, and she and her family have been winter residents here for thirty-five years. Known nationally, as well as in Florida, and in Martin County, as an outstanding conservationist, Virginia Forrest has been an active member of the national, state, and local Audubon Society, and also is seriously involved in civic affairs.

The Kiplingers, who own considerable land in Martin County, agreed to sell 90 feet of their ocean front property for \$90,000. Mrs. Forrest paid \$25,000, which included both the cost of the land and landscaping. Now known as the *Virginia Forrest Public Beach*, this section is 340 feet from A1A to the ocean.

Strip Number 4 was owned by Robert A. Gilmour of Somerset, Pennsylvania. It is 100 feet wide, north to south, by 420 feet west to east from A1A to the ocean.

Two local realtors, Lloyd Dutcher but primarily Ralph Hartman, Jr., both members of the Committee, were the negotiators. The strip was purchased for \$110,000 by the students of Martin County, who raised \$36,540 to purchase their own strip. Dedicated in early 1974, this strip is known as the "Tiger Shores" Public Beach. Mr. Hartman waived his commission.

Strip Number "C" is the Stuart Public Bathing Beach. This strip, approximately one-half mile south of "Tiger Shores," is 1,150 feet wide, north to south, by 2,850 feet long, west to east, and runs from the Indian River to the ocean.

Strip Number 5 owned by Patrick H. Peters, was brought to my attention by Mrs. Trude Kennedy of Lockhart Realty, Inc., Jensen Beach. This property is 100 feet wide, north to south, by 500 feet long, west to east, from the Indian River to the ocean. The price was \$100,000, and the sale was negotiated by Commissioner Timer Powers. This strip, so far, has not been dedicated to any individual or group.

Strip Number "D" is the Gilbert's Bar House of Refuge and a public bathing beach. The strip, about half a mile from the Peters strip, is approximately 1,500 feet wide, from north to south. It is roughly 470 feet long at the north side, and 280 feet on the south side. Both sides run east to west from the river to the ocean. To this must be added an additional parcel of land, purchased by the Martin County Commissioners, with width of

550 feet, north to south, and approximately 200 feet long, west to east from the river to the ocean.

Strip Number 6 is slightly more than one-half mile from the House of Refuge public beach. Known as the Chastain Foundation Public Beach, it was purchased from Tom McCann of the St. Lucie-Jupiter Development Corporation by Harold A. Potsdam in collaboration with former Commissioner Edward H. Gluckler and me. No commission was involved. The strip is 100 feet wide, north to south, by 540 feet long, west to east from the Indian River to the ocean. The cost was \$125,000.

In January, 1973, Thomas M. Chastain, who is a friend of mine, wrote to me praising the total campaign project and enclosed a check for \$30,000 for the purchase of a strip. The Chastain Foundation donated this strip on behalf of the residents of Western Martin County.

Strip Number 7 is awaiting final acquisition because of difficult legal problems. Two strips are involved. The County strip, called "Ocean Way," is 30 feet wide, north to south, by 750 feet long from the Indian River to the ocean. Ultimately "Ocean Way" is to be joined to the City of Stuart strip, which is 50 feet wide, from north to south, by 705 feet long, west to east, from the river to the ocean, with an additional 20 feet, north to south, giving a total of 100 feet, river to ocean.

Strip Number 8, immediately north of Sailfish Point, is 130 feet wide, north to south and is approximately 450 feet long, west to east from MacArthur Boulevard to the ocean. There also will be a parking area on the west side of MacArthur Boulevard. This will be the most strategic public beach strip, to be donated without any cost to the County, by Cabot, Cabot & Forbes of Boston.

This total property has two owners. The Bradshaw Trust of Boca Raton, Florida, owns the south half (Sailfish Point). It is made up of seven men. Richard Geisinger, a Stuart realtor, is one of them, and was appointed the agent to manage the property and handle the sale. The Bradshaw Trust also owned Martin County property on the north end of Jupiter Island, which is on the south side of the St. Lucie Inlet. The Trust donated \$200,000 worth of this land to the State of Florida in 1969, to create a public park.

The north half (Seminole Shores) was owned by the Public Health Foundation for Cancer and Blood Pressure Research, Inc., which began its operation in Connecticut, many years ago. Later it moved its headquarters to 7th Street, Stuart. Clifton S. Perry, of Stuart, has been a key member of its staff since 1957. He is still its Stuart representative.

Throughout the years, James A.Rand, an alumnus of Harvard University, consistently was the largest donor to the Public Health Foundation until he died in 1969. It was not Mr. Rand who willed the Seminole Shores property to the Harvard School of Public Health in Cambridge, Massachusetts, the present owner; it was the Public Health Foundation for

Cancer and Blood Pressure Research, Inc. that donated it. But, it must be remembered that practically all the millions of dollars the foundation received, came from Mr. Rand. He, personally, never owned property in Martin County.

Cabot, Cabot & Forbes of Boston – a large and highly respected realty development corporation – decided to buy and develop both properties owned by the Bradshaw Trust and the Harvard School of Public Health.

Prior to this time, Richard Geisinger had been appointed the agent to negotiate both sales as one package. By late 1974, Cabot, Cabot & Forbes had received approvals to proceed with their project from the Martin County Commissioners, the Southern Regional Planning Council, and the State of Florida Cabinet acting as trustees of the Internal Improvements Fund. Dredging permits are now anticipated to be received from the U.S. Army Corps of Engineers.

This strip will be known as the Cabot, Cabot & Forbes Public Beach.

(NOTE: The width of the road should be deducted from the west to east length of strips purchased by the Committee as follows: Deduct 30 feet from all strips extending from the Indian River to the ocean when they cross MacArthur Boulevard.)

Establishment of a law prohibiting beach buggies and motorcycles from crossing the dune line, or driving on the beach, within the Martin County limits, was a major achievement. The establishment of *the first coastal construction setback line in the state of Florida* was even more dramatic in significance. This was accomplished after an engineering survey by the Coastal Oceanographic Engineering Department of the University of Florida, which recommended the exact lay of the line, was accepted by the State Cabinet. Thus "a group of concerned citizens" acting in concert, worked with thousands of enthusiastic residents – young, old, wealthy, and poor – to achieve our goal.

Without listing individual contributors, it is worthy of special mention that the *school children* of Martin County – who will be the first to enjoy the end result...the eight public beaches – raised \$36,540 of the original \$200,000. The high school students were responsible for \$25,000, the middle and elementary children for \$11,540. This imaginative undertaking earned national recognition for the youngsters, including a Freedoms Foundation award, and special acknowledgments from the White House.

Beyond assuring the well-being of the beaches, the work of the committee touched upon a matter that has been of serious local concern since the mid-1840s: the opening (again!) of the St. Lucie Inlet. Committee members met with the Stuart Sailfish Club, the Conservation Alliance, and other groups, who, in turn, were working with the Corps representatives, since a multi-million dollar permanent stabilization project is planned, "including a giant sand trap to help in the beach nourishment and to replace sand loss at Jupiter Island." This will doubtless be the subject of another book.

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[Editor's Note: The Martin County Commissioners voted unanimously on Tuesday, February 25,1975, to name one of the strips of beach for the author of the above article. The Commissioners broke from their regular meeting on Tuesday, March 25, to take part in a public ceremony dedicating the strip closest to the Gilbert's Bar House of Refuge as the "C. Scott Fletcher Ocean Park."]



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1895

J. L. May, A. M. Chambers, George Wiley, C. W. Hosford, J. T. Cleveland, Andrew Haines, G. G. Kimball, Mrs. Grace Hatch, Mrs. E. J. Davis, Sam Washington, E. M. Storer, Walter Moore, Albert Moore, Mrs. Pennie Lee, George Keller, J. W. Ogletree, Charles Fahlen.

1894

W. H. McNulty, Henry Stypmann, Elias Simmons, W. F. Steever, C. W. Corbett, M. R. Johns, Benjamin Parks, A. R. Krueger, Curt Schroeder, Mrs. Maggie M. Frazier, Harry A. Dyer, Will Barge, D. Hawkins, Mrs. Kate Hamilton, M. G. Parks, J. T. DeBerry, N. H. Parks, Otto Stypmann, P. E. L. Rogers, John T. Cleveland, A. E. Bertelsen, Ruben R. Frazier, J. C. Frink, H. C. Olsen, O. O. Poppleton, Ernest Stypmann, George Mc-Pherson, Mrs. Susan Wilson, R. Cothron, Elias Simmons, William H. Lawrence, Jr., Stanley Kitching, Mrs. Mary Simmons, Ed Evans, Broster Kitching, Miss May Jones, John Bell, Miss Meda B. Frazier, Thomas J. DeSteuben, Mrs. W. J. Dyer, George A. Fultz, Miss Lucy Jenkins, H. J. Haney, P. L. Wright, Mrs. Walter Kitching, W. S. Rivers, J. A. Hendry, R. A. Jones, Robert McPherson, E. T. Stephens, Peter Blunt, Rideo Ded-wiley, Edward L. Winter, D. M. Bryant, Mrs. R. Hamilton, Noah H. Parks.

CONTRIBUTORS

We thought you might like to know something about the researchers who have worked to find and verify the material in this history...

[SHIRLEY THOMAS BLAND] was born in Rhode Island, grew up in Easton, Pennsylvania; did undergraduate work at American University, Columbus School of Accounting, and attended the Corcoran Art School in Washington, D.C.

Mrs. Bland was Chief of Payrolls for the Public Housing Administration in Washington, D.C. for sixteen years, and retired as Chief of Commercial Services from Homestead Air Force Base, Florida, in 1970. After twenty-eight years of government

service, she came here with her husband, Forrest F. Bland, in 1971.

[MAHLON A. CLINE] a graduate of Pratt Institute, Brooklyn, was a student of Yasuo Kuniyoshi at the New School for Social Research, and also studied with three Salmagundians: Gustav Cimiotti and Junius Allen in New York, and Emile Gruppe in Gloucester. His landscapes and seascapes, exhibited in many juried shows in New York and New Jersey, have an individual style combining the qualities of both traditional and impressionistic schools.

For thirty years, before settling in Florida at Port St. Lucie, Cline was Director for both the Day and Evening Art School at Pratt. His business career was dedicated to design and graphics, aimed toward promotion, advertising, and public relations, with painting a cherished hobby. As guest lecturer, Professor Cline conducted seminars, and classes on design, composition, and color in art schools and col-

leges in many states.

A former resident of Towaco, New Jersey, he is a member of the Society of Illustrators, the Art Directors Club, and the Type Directors Club, all of New York; of the Lighthouse Gallery, Tequesta, the Martin County Historical Society, and is immediate past president of the Art Associates of Martin County.

Cline's studio contains a private print shop – Iron/Shell Press –

where he experiments with type, paper, and color in limited editions.

Boston-born [ROBERT A. HOLMAN] (1913) attended public schools in Melrose, Massachusetts, and entered the field of hospital administration "long before it had become the highly specialized profession of today."

Given increasing responsibilities, Holman became Executive Assistant to the Chief Medical Director of the Veterans Administration in Washington, D.C., holding this position until his retirement in 1968. During World War II, he was Executive

Officer of the Dutch Hospital Ship Maetsuycker in the Southwest Pacific.

Always a history buff - and a collector of historical trivia of little consequence to anyone else - this has proved to be an absorbing hobby since Holman settled in Martin County, sometimes to the despair of wife and friends, but greatly to the benefit of The History of Martin County. The Holmans spend their summers in Liberty, Maine.

[WILLIAM H. LANE], born in Detroit, Michigan, in 1907, received a Bachelor of Science degree from North Central College in Illinois, and a Master's degree from Wayne State University in Detroit. Beginning his career in communications with Detroit Edison in 1929, he was active in that company's advertising and publications programs until World War II.

After serving with the U.S. Navy in the Southwest Pacific as Communications Officer, Lane joined the Employee Relations staff of General Motors in 1945, in Detroit. He was Director of Employee Publications for General Motors when he

retired, in 1972, and came to Stuart.

Lane's interest in historical research resulted in several works, including A History of Electric Service in Detroit. It also led to an active interest in collecting and restoring antique automobiles. Photography is Bill Lane's second hobby, and his color pictures of Martin County's famed flowering trees have appeared in National Wildlife magazine. He and Mrs. Lane, an artist, spend summers on Burt Lake, at Indian River,

The Editor [EMELINE K. PAIGE], fifth generation of a seafaring Nova Scotia family, came to Martin County from Greenwich Village, where she was for many years editor of New York City's well known country-style weekly newspaper, The Villager. Bringing to this present assignment a varied background of public relations and publicity, as well as the skills of reporter, feature writer, and columnist, her interest in Martin County is both professional and personal. An Honorary Life Member of The St. Andrew Society of Florida, Miss Paige is also editor of *The Florida Scot*.

[HARRY S. SCHULTZ] was born in Jensen in 1897, grandson of Jensen's first Postmaster, John Sorensen and Mrs. Ane Katherine Sorensen, who came from Kolding, Denmark, at the age of eighteen and was sister of John L. Jensen, for whom

Iensen was named.

Harry held the post of freight agent in Jensen, leaving there, in 1915, to transfer to the general accounting offices of the Florida East Coast Railway in St. Augustine. After serving with the United States Marine Corps during World War I, he returned to Vero Beach where he was editor of the Vero Beach Journal for some thirty years. He retired, in 1963, to be with his mother, Mrs. Louise Sorensen Schultz, in White City, until she died in 1968. Mr. Schultz resides in Fort Pierce.

[MARION E. TSCHISCHECK], born in Chicago, attended schools there before being graduated as a Registered Nurse from St. Luke's Hospital in Cleveland, Ohio,

where she was later an instructor.

During World War II she joined the U. S. Army Nurse Corps as a Second Lieutenant, and retired from the reserves as a Captain. She returned to Case Western Reserve University, where she received a Bachelor of Science Nursing degree (BSN), and later became an instructor. Coming to Martin County and an appointment as Director of Nursing at Martin Memorial Hospital, Miss Tschischeck was Public Health Nurse for the county until she resigned to accept a faculty position at St. Joseph College of Florida, Jensen Beach. With the closing of that institution, she joined the staff of The Pine School.

Inventor of the "C-Better Magnifier," a device to aid those with eye problems needing to give themselves medical injections, her concern for area health has been expressed in a variety of fields. Miss Tschischeck is a member of the Board of Trustees

of the Martin County Historical Society.

[CAROLYN POMEROY ZIEMBA], daughter of Mr. and Mrs. J. R. Pomeroy, Jr., attended Martin County schools and Palm Beach College. Working "ever since" in the title and abstract business, her interest is history - and introducing children to Florida - has been a constructive and satisfying extension of her employment. She is assistant secretary of the Peninsular Title Insurance Company in Stuart, and for some time wrote a column for the Stuart News on "Historiography."

Mrs. Ziemba's maternal grandparents, Mr. and Mrs. J. P. Mendel, lived in Titusville, where her mother was born and reared. Her five children - all thoroughly indoctrinated in Florida history - are Brenda, Francis, Jr., Ellen, Matthew, and Karol.

APPENDIX

MARTIN COUNTY EVENTS - YEAR BY YEAR (1913-1950)

This material, which appeared in the Historical Edition of the Stuart News published November 9, 1950, was originally reprinted with permission on the end papers of the History of Martin County.

April 13 - First newspaper in Stuart published.

May 1 – Stuart votes dry 42-37 in county election; county went wet.

May 21 - Henry M. Flagler died.

July 11 - Kimberly Apts. building started.

July 14 - Palm Beach County School board orders school building for Salerno.

July 22 - First effort to incorporate Stuart failed.

Aug. 2 – E. J. Ricou starts as Stuart postmaster.

Aug. 15 - First hard roads in Port Sewall ordered built.

Sept. 1 – Postal savings accounts opened at Stuart Post

Oct. 24 - Stuart Woman's Club organized.

Nov. 5 - Ground broken for erection of Woodmen Hall. Dec. 3 - Bids ordered sought for bridge over St. Lucie River at Stuart.

Jan. 22 – Captain Hugh Willoughby flew from Stuart to Port Sewall in 4 minutes and took first aerial pictures of Stuart

Jan. 27 - Incorporation meeting failed due to lack of qualified voters.

Feb. 13 - U. S. Army engineers began surveying St. Lucie Inlet for deepening.

Feb. 20 - Florida Gospel Navy Bible Conference held in

March 6 - All-time high of registered voters, 155.

April 10 - First wireless set up in Stuart by George Krueger. April 17 - Lyric Theater, Stuart's first, opened.

May 1 – John Ashley, notorious bandit, surrendered.

May 7 – Stuart incorporated.

Sept. 11 - Major R. H. Dudley died.

Jan. 22 – Ice factory in Stuart completed and working. Feb. 12 - Florida Éast Coast train robbed in Stuart.

Feb. 19 - Contract for dredging of St. Lucie Canal signed. Feb. 26 – Ashley gang robbed Bank of Stuart; escaped

with \$4,000. April 9 - First pay station telephone in Stuart, located in Stuart Drug.

May 7 - City charter bill passed in Legislature and signed by Governor.

May 28 - St. Lucie-Okeechobee Canal started. July 2 - City telephone system ready for use.

Jan. 1 - Fire started in J. B. McDonald home and spread to others in neighborhood. Estimated loss \$17,500.

Jan. 7 – Contract for dredging St. Lucie Inlet awarded. March 10 – Contract for building bridge across St. Lucie awarded for \$65,595.

April 14 - Announcement made that number of registered voters in Stuart had increased to 215.

May 12 - Movie "Westward, Ho!" was filmed in Stuart. June 1 - First diplomas ever awarded to graduates of Stuart High School presented to graduating class of two.

July 7 - Announcement that Post Office in Stuart had sold \$5,500 worth of stamps in past year startled citizens.

Aug. 5 - Dredging of the inlet stopped temporarily due to unexpected hardness of rock and the approaching storm season

Sept. 22 - \$10,000 Palm City bond issue carried.

Oct. 20 - Total assets of Stuart declared to be more than

Nov. 3 - Heavy rains washed away St. Lucie-Okeechobee canal dam. Damage estimated at \$15,000.

Nov. 17 - Water and light franchise for city granted. Twenty-five hydrants promised by company.

1917 Jan. 19 – Electricity turned on for the first time in Stuart; \$45,000 school bond issue failed.

July 13 - First Stuart men enlisted in U. S. Army.

Oct. 19 - Robert McPherson died.

Nov. 2 - Stuart voted dry 74-22.

Jan. 10 - First and only tie vote for Mayor of Stuart between Stanley Kitching and George Parks. Jan. 31 - Bridge across the St. Lucie opened formally.

Feb. 14 - J. B. McDonald appointed Superintendent of Schools for Palm Beach County, first choice from Stuart. March 14 - Amendments to city charter passed with the exception of woman suffrage.

March 21 - Ernest Stypmann, pioneer settler, died. Sept. 19 - H. W. Bessey, pioneer, died.

1919 Feb. 22 – Formal opening of the Palm City bridge. May 20 - \$60,000 bond issue for streets and fire hall in Stuart passed.

Aug. 12 - \$120,000 bond issue for county roads from Stuart to Lake Okeechobee passed by 55-6 vote.

Nov. 13 - Stuart's first publicity signs placed every 5 miles from Jacksonville to Stuart on highway.

Dec. 3 – Palm City drainage district organized. Dec. 24 - Stuart's first community Christmas tree celebration held.

Jan. 8 – Stuart's prosperity evidenced by announcement that Stuart Bank deposits reached \$180,000 in 1919. March 11 - Stuart's city band reorganized.

July 22 - First Republican committee in Stuart organized. Oct. 14 - The Millicent, bootlegging schooner, carrying \$17,000 worth of "booze," burned and sunk in St. Lucie off Sewall's Point.

Nov. 4 - Announcement made that complete hot meals were being served in the cafeteria of Stuart High School for 8 cents.

Feb. 14 – \$15,000 contract for paving Stuart streets awarded.

March 26 - Palm City voted to incorporate, petitioned State Legislature for charter.

June 16 – Stuart began paving streets for \$1.10 a square

July 21 - Carroll Dunscombe shipped first carload of mangoes to leave State from his farm.

Aug. 4 - Stuart's first fire truck was announced eady for

Aug. 11 - \$60,000 bond deal for paving Stuart streets fell through. No bonds sold.

Aug. 25 - Town Council voted to dredge Frazier Creek for \$16 a linear foot.

Nov. 28 - Town council bought Stuart Bank Building for \$8,000 to use as town hall

Jan. 12 – Stuart announced completion of 12 miles of sidewalks and 7 miles of paved streets.

Feb. 8 - Two stores robbed of \$65. First robbery in town since the Ashlev gang was captured.

May 12 - Bank robbed of \$8,133.14 by nephew of Ashley gang, Hanford Mobley.

June 8 - St. Lucie Inlet dredging completed. July 20 – W. J. Dyer died.

Aug. 3 – Jensen voted bonds 39-19 for \$125,000 bridge.

Nov. 5 – \$50,000 high school building started.

1923 March 8 – President Warren G. Harding and party visited Port Sewall.

March 14 - Country Club organized, laid plans for 18hole golf course for Stuart.

April 2 - Second bank in Stuart opened.

May 28 - St. Lucie Inlet District created by State Legislature.

May 30 - Legislature voted \$80,000 worth of roads for Salerno district.

June 13 - First water flowed from Lake Okeechobee through St. Lucie Canal.

Aug. 6 - Salerno voted \$80,000 bonds for roads.

Sept. 20 - Stuart's \$50,000 school opened with more than 200 enrolled.

Oct. 23 - St. Lucie Inlet District voted in 195-22. Nov. 9 - First cafeteria in Stuart opened.

1924
Jan. 17 – Construction of Jensen Bridge started. Feb. 19 – Citizens' Committee of three appears before Washington, D. C., board to plead for deepening of St. Lucie Inlet.

March 11 - Country club golf course completed. June 17 - Noted geologist reported sure signs of oil in Stuart area.

July 22 - Supreme Court declared Jensen Bridge district invalid, three land companies tax-free.

Aug. 14 - Stuart Citrus Growers Association formed. Sept. 16 – Assessed valuation of town up to \$2,500,000.

Oct. 6 - Work on new Post Office Arcade started.

Oct. 7 - Exclusive St. Lucie Estates subdivision opened. Nov. 1 – Cornelius Vanderbilt and party visit Stuart.

Nov. 10 – St. Lucie Estates owners agreed to join city.

Name "Port Stuart" proposed.

Nov. 25 - St. Lucie Inlet bond issue carried 350-11 for \$250,000.

Jan. 13 – R. R. Ricou died.

Feb. 6 - Announcement made that New Dixie Highway would pass through Stuart.

Feb. 17 - Rio St. Lucie subdivision opened.

Feb. 27 - U. S. Army Engineers endorsed opening of St. Lucie Inlet. \$76,000 appropriation recommended.

April 3 – Movement started to create new county between St. Lucie and Palm Beach Counties.

April 10 - Proposed city charter sent to State Legislature.

May 7 - Bill to create Martin County introduced to Legislature accompanied by petition signed by 3,200

May 19 - City charter passed by Legislature and signed by Gov. John Martin.

May 26 - Martin County bill passed in House of Representatives, 71-6.

May 28 - Senate passed Martin County bill 26-4.

May 29 - House of Representatives unanimously concurred on Martin County bill.

May 30 - Governor Martin signed bill.

June 30 - City charter approved at polls, 81-6.

Aug. 2 – H. É. Sewall died.

Aug. 4 – Martin County approved by voters, 331-2.

Aug. 18 - Gov. Martin visited county named after him. Oct. 13 - J. E. Taylor elected Representative from

Martin County.

Dec. 22 - I. H. Rogers, founder of Port Sewall, died.

Feb. 4 - Seaboard Air Line Railroad announced plans to establish division headquarters at Indiantown.

Feb. 10 - Jensen threatened by brush fire which raged for hours. Feb. 12 - Colored section of Stuart almost wiped out by

Feb. 13 - South Fork bridge seriously damaged by fire

caused by explosion of oil tank. March 15 - \$100,000 Lyric Theater Arcade opened.

March 17 - First National Bank of Martin County organized, announced plans to build in Salerno.

April 20 – Million dollar bond issue for St. Lucie Inlet

deepening voted in 566-17. May 1 - \$225,500 contract let for construction of north

jetty at St. Lucie Inlet. May 19 - R. E. Mahr given job as first city manager,

salary \$3,600. July 24 - Stuart Bank and Trust Company failed to open due to failure of fiscal agents, Bankers Trust of Atlanta.

July 27 - 80-mile-an-hour hurricane caused \$300,000 worth of damage to Martin County; Jensen damage estimated at more than \$15,000.

Aug. 4 – \$238,000 contract let for county road work.

Sept. 19 - 90-mile-an-hour hurricane struck South Florida killing 700. Damage set \$75,000,000 in Miami alone. Stuart losses light.

Oct. 11 - Stuart Bank and Trust Company re-opened.

Feb. 15 - Stuart named permanent county seat.

Feb. 17 - Indiantown petition circulated to contest naming of Stuart as county seat.

March 18 - Seminole Bank failed to open.

March 21 - Petition contesting Stuart as county seat

June 1 - Indiantown and Port Sewall incorporated by State Legislature.

June 7 - Seminole Bank re-opened.

Aug. 19 - North jetty of St. Lucie Inlet completed.

Sept. 3 - U. S. Senate appropriated \$50,000 for work on

Nov. 30 - Port Sewall elected first city officials: Hugh L. Willoughby, Jr., Mayor.

Dec. 17 - City Commissioners' salary reduced from \$100 a month to \$1 per year.

Feb. 26 - Formal opening of Flagler Park.

March 1 - Stuart's municipal airport, Krueger Field, opened.

May 8 – First vessel entered Stuart harbor.

July 28 - H. N. Gaines died.

Aug. 7 - Hurricane struck South Florida-worst in 40 years-winds as high as 110 miles an hour-\$18,000,000 damage to citrus crop.

Aug. 11 - St. Lucie Canal found to be blocked by sand from recent hurricane. Damage as high as \$1,000,000.

Aug. 13 - Second hurricane of season touched coast, passed out to sea.

Aug. 15 – Third hurricane swept across Florida Keys.

Sept. 12 - \$200,000 Stuart ice plant burned.

Sept. 16 - Hurricane struck South Florida-Palm Beach hardest hit - 130-mile-an-hour winds reported - dike at Lake Okeechobee broken-Lake region flooded.

Sept. 20 - \$4,000,000 damage to citrus crop-5 dead in Martin County-1,000 known dead in disaster area.

Sept. 22 - 1,000,000 acres flooded-emergency ordinances passed by city making it unlawful to raise prices - all able-bodied men not working put in jail. Sept. 25 – Final reports on hurricane:1,805 dead, 16,082

homeless; property damage \$50,000,000. Oct. 24 - 1,550 registered to vote in Martin County.

Nov. 28 - Insurance rates for storm damage in Martin and Palm Beach Counties increased 50 per cent. Dec. 24 - Population of Stuart is 4,200.

Jan. 12 – "Trinidadian," Gulf Oil tanker, grounded on Gilbert's Bar.

Jan. 14 - Otto Stypmann died.

Jan. 22 - President-elect Herbert Hoover spoke to Stuart residents from railroad station.

Jan. 23 - Noted "numerologist" visited Stuart, assured residents that Florida would not experience another hurricane until 1963.

March 1 - Seminole Bank closed by state examiner.

March 6 – Stuart Bank and Trust Company closed.

March 19 - Crisis reached in city finance; \$60,000 needed to pay interest on bonds and debts

March 28 - City street lights ordered turned off until fall; city owed Florida Power and Light Company \$27,000. May 8 - Martin Maloney, Port Sewall pioneer, died. May 15 - Stuart Central Farmers Bank opened.

Oct. 5 - W. J. Conners, builder of Conners' Highway, died.

Jan. 7 - Martin County requested the State to take over the completion of Martin Hwy.

Jan. 14 - Grand jury called in to investigate closing of Seminole Bank.

Feb. 1 - Grand jury charged conspiracy in the sale of \$1,000,000 worth of St. Lucie Inlet bonds, indicted

March 2 - Judge disqualified in inlet conspiracy trial. March 17 - Army Engineers recommended that Congress spend \$9,692,000 for flood control and navigation in the Lake Okeechobee area.

July 9 - Land Company of Florida announced plans to abandon its \$4,000,000 investment in Martin County.

Aug. 5 - Martin County School Board and County Commissioners announced plans to slash budgets. Oct. 1 - Stuart street lights turned on for winter season.

Dec. 1 - "Danger Lights," Stuart's first talkie, shown at Lyric.

Feb. 18 - Inlet conspiracy charges dismissed.

Feb. 28 - State took permanent responsibility for Martin, Dixie, Gaines and Warfield Hwys. in Martin County.

March 24 - Federal Government leased Douglass Air Field, announced plans to spend from \$10,000 to \$20,000 in county.

May 28 - County Commissioners voted to extend the Jensen Beach road to the inlet.

 $Sept.\ 15-Stuart\ Farmers\ Bank\ closed\ its\ doors.$

Dec. 31 - Government announced plans to spend \$2,000,000 on drainage canal in 1932.

1932
June 14 – Midnight fire wiped out Gulf Oil warehouse, used to cover double robbery of Seaboard and Standard oil companies. Damage estimated at \$8,000. Undetermined amount of cash stolen.

June 20 - Okeechobee flood control efforts ceased due to lack of cash.

July 13 - County taxes cut 13 percent below 1931.

July 16 - Okeechobee flood control work resumed. Congressional appropriation of 2,133,000 received.

July 25 - Mrs. Cynthia S. B. Haney, 93-year-old pioneer newspaper woman, and Johan Bentel, old settler, died. Plans begun for \$360,000 bridge to be built across St. Lucie in the fall.

Aug. 20 - Walter Johann, pioneer of St. Lucie section,

Sept. 19 - Last member of notorious Ashley gang cap-

Nov. 4 - Fiery cross and dynamite explosion frightened the residents of Negro section in Stuart; connected with unusually large registration of Negro voters. Ku Klux Klan denied having a part.

Nov. 5 - Cross and dynamite used in Indiantown to scare residents. KKK again denied any knowledge of incident. Evidence linked demonstrators with county sheriff's election.

Nov. 7 - State's Attorney Angus Sumner started investigation of illegal slush fund to pay poll tax for Negro voters in Martin County, promised to be on hand to watch elections in county.

Nov. 7 - Contract awarded for bridge across St. Lucie for \$384,814.

Jan 21 - New St. Lucie River bridge construction begun. Feb. 13 - Citizens Bank of Stuart opened for business. March 19 - Mrs. Benjamin Parks, Stuart pioneer died. April 8 - Hobe Sound Company started operation.

April 17 - George T. Gosling, North Stuart pioneer, died.

May 11 - City of Stuart received new charter. July 10 - FEC freight depot burned.

July 30 – Hurricane struck here; damage light despite 20

Sept. 4 - Hurricane struck here; two killed, damage heavy, winds exceeded 100 miles an hour.

Jan. 9 - Dedication of Roosevelt Bridge.

Feb. 10 - Hail storm buries Stuart with, 6 in. of ice.

May 11 - Ralph W. Hartman takes office as acting postmaster succeeding Charles M. Loy.

May 15 - Gene Tunney, national boxing champion, buys home on Jupiter Island.

May 21 - Chamber of Commerce chooses "Fishing Grounds of Presidents" as Stuart slogan, submitted by Mrs. Mamie Underwood.

Aug. 1 – Work begins on \$35,000 project to fill swamp on Jupiter Island, build yacht basin and 8-ft. channel. June 8 – City signs contact for 29 new whiteway lights.

1935

Feb. 4 – County fair opens for one week.

Feb. 13 – 117 escape injury when passenger train crashes through drawbridge at Jupiter.

March 22 - New Jensen Beach school burns.

May 11 - Stuart census reports 2,049.

May 20 - County census reports 5,304.

July 10 - Mrs. F.E. Evarts, 81, rescued after being lost five days in a swamp.

July 15 - Matt Gindorff, Ir., 41, died.

Oct. 21 - Construction of Log Cabin in, 4th St. park sanctioned.

Oct. 29 - Stuart Junior Chamber of Commerce organized with 52 charter members.

Nov. 7 - Capt. Benjamin Hogg died.

July 10 – County agrees to buy court house from city for sum equivalent to \$25,000 in city bonds, appraised at market value of \$5.375.

July 20 - County accepts R. E. Crummer's plan to refund \$4,000,000 worth of general and inlet debt.

July 26 - Frank L. Young, pioneer newspaper publisher of Salerno, died.

Aug. 4 - Capt. R. D. Hoke, 1880s pioneer in Jensen, died. Aug. 24 - Susanna Kitching died.

March 4 - Herbert Hoover made week-end visit. March 8 - Martin County Hospital dedicated.

April 4 – Hugh Willoughby died.

April 26 - Martin County High School announced as a fully accredited institution for the first time.

Aug. 3 - Cleary Brothers made low bid of \$642,765 for

construction of east lock in St. Lucie Canal.

Aug. 15 - Construction of new Jensen Beach bridge to ocean authorized by 308-238 vote.

Sept. 12 - Seines in county prohibited by 772-667 vote.

Sept. 27 – Mrs. Robert McPherson died.

May 7 - County anti-mosquito district created.

June 6 - Census shows city has 2,418 population, countv 6.295.

July 30 - \$167,514 contract awarded for construction of 12 miles of road 76 from South Fork to Indiantown.

Sept. 1 - Cattle industry starting tremendous growth in Indiantown area.

Oct. 8 - C. E. Schroeder retired from city hall.

Oct. 16 - 749 men register for draft; board created.

Jan. 9 – Record sailfish run underway off Inlet.

Jan. 17 - Stuart Sailfish Club charter adopted. March 27 - Katherine Hepburn, famed movie star, made personal appearance during Kiwanis Club benefit show at theater here.

Aug. 15 - County and inlet bonds totaling \$2,842,000 were ordered refunded.

Oct. 23 - CAA appropriated \$398,000 for work at Witham Field.

1942 Jan. 1 – Water plant is sold to Nat T. Wagner.

Jan. 22 – CAA starts work on airport.

Feb. 5 – \$15,000,000 Army school approved for county. Feb. 19 - City signs Cook refunding plans for \$1,000,000 city debt; E. A. Fuge, pioneer banker dies.

Feb. 26 - Subs sink 3 U. S. tankers off coast; work begins on Stuart airport.

July 5 - Formal opening of Signal Corps School at Camp Murphy.

Aug. 20 - Official notice received that Homer Witham was killed in action.

Oct. 1 - Navy takes over Stuart airport, appropriates additional \$800,000. Dec. 17 - President approves \$35,000 recreation project

Dec. 26 - W. S. Barstow, hospital donor, died at Great

Jan. 9 - George W. Parks died.

Neck, N. Y.

Feb. 2 – Stuart airport named after Homer Witham.

Feb. 18 - William S. Roat died.

April 10 - Martin County first in nation to over-subscribe its 2nd War Loan quota of \$91,000

May 14 - County Agent T. H. McRorie fired, rehired, resigned.

June 1 – U. S. Post Office Department officially changes Jensen to Jensen Beach.

May 27 - Navy leased Witham Field.

July 20 - Creation of Stuart Park Board voted 174-57.

Aug. 10 - A. T. Hogarth died.

Aug. 31 - A. M. Christiansen, Rio pioneer, died.

Oct. 10 - Martin County Service Club (Stuart Civic Center) dedicated.

Nov. 3 - National oil companies began leasing lands in

March 4 – H. J. Greene died.

April 6 – Borden Company buys Shark Industries plant. Sept. 7 – Dismantling of Camp Murphy began.

Nov. 12 - Governor Caldwell dedicated new St. Lucie Inlet channel.

Nov. 30 - Camp Murphy officially closed.

Dec. 27 - Drew W. King died.

Jan. 4 - Chicagoans purchase expansive waterfront property east of Stuart for yachting and residential developments.

April 19 - Troup brothers buy 15,000-acre tract at Indiantown.

April 25 - City buys water plant for \$130,000.

May 2 - Agar-agar plant begins production at Jensen Beach.

July 21 - John Michaelis died.

July 25 – Mrs. Ann Spiers Krueger died.

Oct. 10 - 225 trees planted in Stuart park to honor Martin County war veterans.

Oct. 17 - Stuart Jaycees reorganized.

Nov. 26 - John A. "Uncle Joe" Bowers died in Indiantown.

Dec. 12 - Chicagoans purchase Sunrise Inn.

Ian. 30 – Stuart School students hold one-day strike, coach resigns.

Feb. 3 – William Chisholm died.

Feb. 27 - County Commission orders redistricting of

May 2 - City buys Civic Center.

May 7 - Crary, Rowell elected to Legislature for 1947. May 15 - Witham Field placed on caretaker status, offi-

cially returned to county six weeks later on July 1. June 30 - Daylight Saving Time abandoned in Stuart

after three-months trial.

July 10 - C. E. Schroeder died.

July 29 - Camp Murphy properties sale started for 10

Sept. 11 - City adopted 10-percent utility tax.

Nov. 7 - Cassie H. Munch, Jensen Beach pioneer, died.

Feb. 25 - Purchase of Camp Murphy area for a State park approved.

March 1 - First house-to-house mail delivery in Stuart

March 31 - Record one-day catch of 341 sharks made in Salemo.

June 26 - \$53,000 allotted by Congress to improve St. Lucie Inlet.

July 7 - Emerson Cook Company named fiscal agent for proposed new county bridges.

Sept. 16 - City park board abolished, hurricane struck. Oct. 22 - Salerno Civic Association founded.

Oct. 27 - Arthur Dehon Bldg. begun.

Dec. 15 - City Commission increased from three to five members.

Jan. 7 – One killed, nine saved in Inlet boat accident.

March 21 - James H. Reardon died.

April 11 - 3.500 attended first big Indiantown rodeo.

May 9 - First Air-Sports Carnival sponsored by Jaycees attracted 2,000.

May 25 – George Keith elected to Legislature.

June 2 - County Democratic Committee solves County Commission race tie by electing Ransom R. Tilton by 13-2 vote.

June 11 - \$1,276,000 contract let to deepen and widen Cross-State Canal.

June 26 - First radio station in county, Police Station WRWL, began operations.

Aug. 1 – J. B. McDonald died.

Sept. 22 - Hurricane hit: "eye" passed over Jensen

Nov. 27 – Stuart News rated best weekly in Florida.

1949
Jan. 26 – City buys Langberg building north of Civic Center.

Feb. 23 - CBS radio show broadcast here from ball park. May 23 - Grand jury clears Rep. George Keith.

June 15 - Creation of county health unit approved, to start Nov. 1.

Aug. 26 - Worst hurricane in area's history strikes with winds of 160 miles an hour and a dozen inches of rain. Sept. 6 - Martin County Road and Bridge Authority

approved by voters. Oct. 6 - County Clerk J. R. Pomeroy died.

Oct. 11 - SRD starts \$40,000 repair job on storm-damaged Jensen Beach bridge.

Dec. 13 - Sale of 4th St. park tract to schools approved

Dec. 20 - New York City Mayor William O'Dwyer married here.

1950Jan. 10 – H. P. Lyons recalled from City Commission. Jan. 12 - State Road Department pledges \$750,000 to Martin County bridges-to-ocean project.

Feb. 9 - Jupiter State Park renamed Jonathan Dickinson

March 14 - City sells 16-acre park tract to School Board. May 9 - State audit flays County Commission, Sheriff, lauds schools.

May 23 - Sen. Evans Crary re-elected.

June 29 – 1950 census shows county 7,665, city 2,892. July 7 - Two bridges from Stuart to oceanfront ordered

Aug. 1 - County Commission Chairman R. L. Wall

Aug. 8 - City water system expansion project's fiscal agent named.

Aug. 27 - Dr. F. B. Eurit died.

Sept. 27 - Grumman Aircraft Engineering Corporation leased Witham Field.

Nov. 11 - City and county celebrated simultaneous 25th birthday anniversaries.

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